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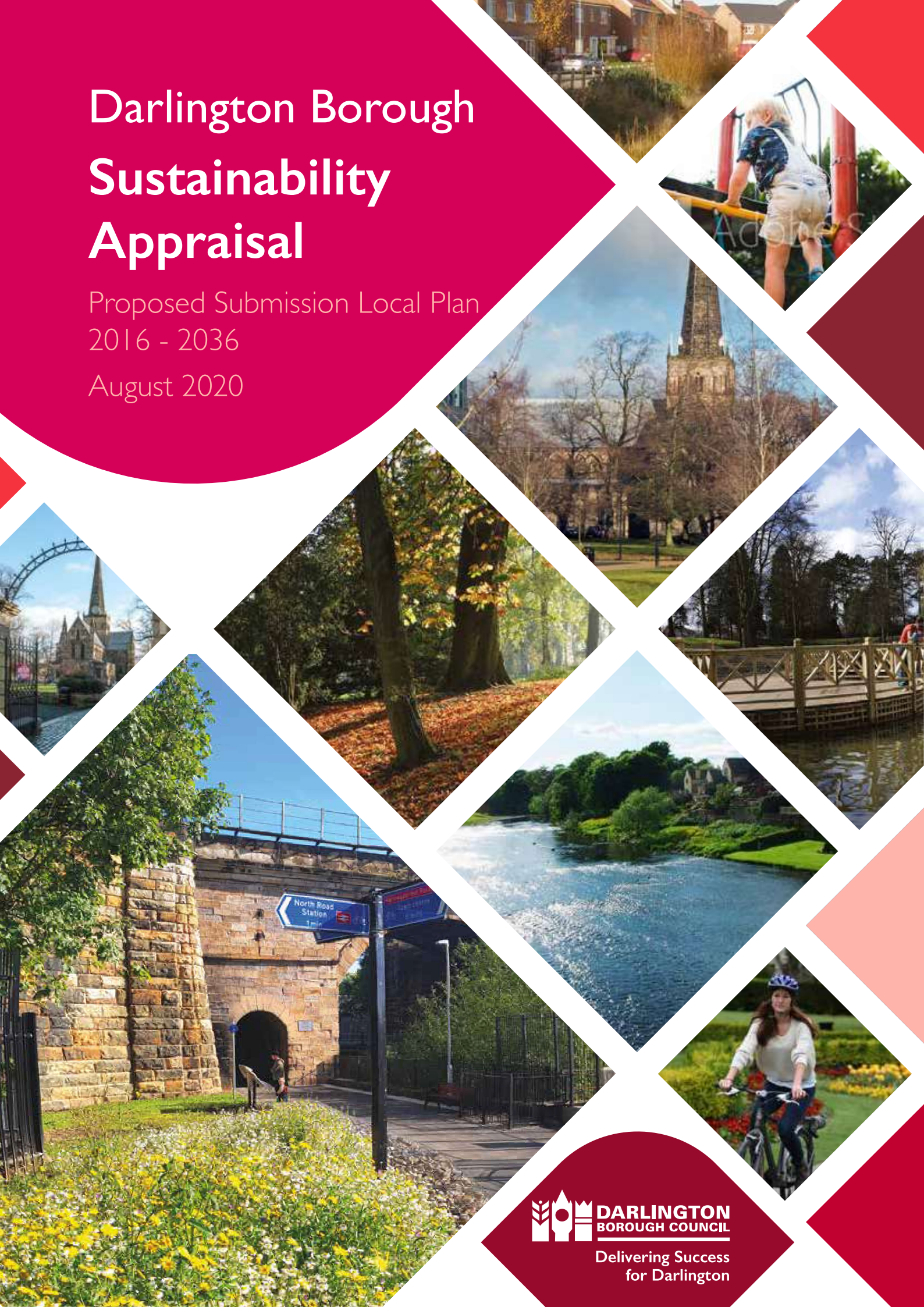
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Darlington Borough Sustainability Appraisal

Proposed Submission Local Plan
2016 - 2036

August 2020



**DARLINGTON
BOROUGH COUNCIL**

Delivering Success
for Darlington

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1 NON-TECHNICAL SUMMARY

1 NON-TECHNICAL SUMMARY

- 1.1** Darlington Borough Council is preparing a Local Plan for the Borough, which will cover the period 2016-2036. The Local Plan will set out how much and where land should be provided to accommodate the new homes and jobs which are needed in the Borough. The Local Plan also looks to facilitate new infrastructure provision to ensure that development is sustainable, for example through the provision of local facilities such as schools, community facilities and green infrastructure. The Local Plan also seeks to protect and enhance the Borough's natural and historic environment.
- 1.2** This report sets out the Sustainability Appraisal and Strategic Environmental Assessment (SA / SEA) for the emerging Darlington Local Plan (2016-2036). It explains the context, identifies sustainability objectives, and the approach to assessment, identifying relevant environmental, economic and social issues.

What is Sustainability and the Sustainability Appraisal?

- 1.3** Sustainability is about ensuring that decisions taken now are the right decisions to improve our quality of life, and that of future generations. The key premise of sustainable development is that it should meet the needs of the present without compromising the ability of future generations to also do this. A Sustainability Appraisal is a technique that allows us to consider how much a plan will contribute to a range of environmental, social and economic factors which contribute to our quality of life.
- 1.4** The Council is required to carry out a Sustainability Appraisal alongside Local Plan preparation by the Planning and Compulsory Purchase Act 2004. The appraisal also integrates an assessment of the significant environmental effects of the Local Plan and its reasonable alternatives, a requirement of the EU Strategic Environmental Assessment (SEA) Directive. It is possible that a Habitats Regulations Assessment⁽¹⁾ of the Local Plan will also be required. If so, its findings will be reflected in this Sustainability Appraisal work.
- 1.5** The Council adopted a Sustainability Framework in November 2016, and an updated version in September 2017, which ensures that at each key stage of the Local Plan preparation, the Sustainability Appraisal considers all relevant significant environmental, social and economic sustainability issues appropriately. To ensure consistency across the appraisal process, and to make sure that all of the information has informed the Sustainability Appraisal process in one place, the content of the Sustainability Framework was included in the Draft Sustainability Appraisal document published alongside the Draft Local Plan during the summer of 2018 for consultation.
- 1.6** This version of the Sustainability Appraisal has been published to accompany the Proposed Submission Local Plan and provides an appraisal of the potential social, economic and environmental impact of the policies and site allocations included in the Proposed Submission Local Plan.
- 1.7** The Sustainability Appraisal includes the following:
- Review of relevant policies, plans, programmes that will inform the Darlington Local Plan (**APPENDIX A**);
 - Baseline information in relation to Darlington Borough (**APPENDIX B**);
 - Identification of sustainability issues facing the Borough (Table 3.3);
 - Sustainability objectives and decision making criteria against which sustainability will be considered (Table 4.1);
 - Appraisal methodology for considering Local Plan objectives, Local Plan policy options, strategic development options and potential development sites (Sections 5, 6, 7 & 8 and **APPENDIX F**) ;
 - An assessment of local plan objectives (**APPENDIX C**);
 - An assessment of reasonable alternative Local Plan policy options (**APPENDIX D**);

¹ Conservation of Habitats and Species Regulations 2010 (Habitats Regulations) – relates to potential adverse impacts on any European site of nature conservation importance.

NON-TECHNICAL SUMMARY 1

- An assessment of strategic development options for the emerging Local Plan (**APPENDIX E**); and
- Individual site assessments of potential development sites options (**APPENDIX G**).

1.8 The first steps undertaken for the SA were to establish the significance and influence of other plans, policies and programmes and identify matters which the Local Plan should consider, and set out the base line of social, economic and environmental evidence to support the Local Plan. This is included in chapter 3 and Appendices 1 and 2. From this work a number of key sustainability issues and problems that inform the nature of the assessment in this document were identified and set out in Table 3.3.

Sustainability Framework

1.9 To assess the sustainability of the emerging Local Plan the following 16 objectives, which relate to economic, social and environmental factors, have been used. They have been considered alongside the National Planning Policy Framework (NPPF) and tested against the Local Plan objectives in order to assess their compatibility:

1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.
2. Develop vibrant and cohesive communities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.
5. Improve the safety and security of people and property.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.
9. Make the most efficient use of land and resources.
10. Minimise levels of noise, vibration, odour and light pollution.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.
12. Protect and enhance air and water quality and make efficient use of water.
13. Protect and enhance biodiversity and geodiversity.
14. Protect and enhance green infrastructure of all types.
15. Protect and enhance the character and quality of Darlington's landscape.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.

1.10 There are a number of decision making criteria relating to each of these objectives and a framework and rationale for assessing individual sites has been developed against which the relative sustainability of sites can be compared. The assessment uses a colour rating to show the degree to which a site allocation meets each objective.

Assessment of Local Plan Policy Options

1.11 The emerging local plan policies are assessed through the sustainability appraisal process and the assessment included at Appendix D considers the sustainability of the local planning policies set out in the Proposed Submission Local Plan.

1.12 The policies set out in the Local Plan also seek to support the delivery of key sustainability elements such as promoting the need to be resilient to, and adapt to climate change, supporting sustainable travel, minimising flood risk, providing and improving green infrastructure and protecting the boroughs natural assets.

1 NON-TECHNICAL SUMMARY

Assessment of Strategic Development Options

1.13 Early in the Sustainability Appraisal process, and as a result of the consultation on the Issues and Scoping report in 2016, the response to the Call for Sites and the Housing and Employment Land Availability Assessment (HELAA) process, twelve broad strategic development options were identified with potential to accommodate growth in the Local Plan. The Sustainability Appraisal assesses 9 of these potential growth strategies:

1. North West Darlington
2. North and North East Darlington
3. East Darlington
4. South Darlington
5. South West Darlington
6. Central Darlington
7. Create a new settlement to the West of the A1(M)
8. Middleton St George
9. Export an element of housing to neighbouring authorities

1.14 The Sustainability Appraisal identifies the high level pros and cons of each option, providing an indication of their potential overall social, economic and environmental effects. These pros and cons were then used to identify the main benefits, risks, disadvantages and potential mitigation measures associated with each strategy. The criteria were developed in order to pick out the key elements within the SA objectives that are most relevant to a strategic assessment. This assessment is set out in Appendix E.

Assessment of Development Site Options

1.15 All sites submitted to the Council for consideration following a 'call for sites' and during consultation on the Local plan that are considered to be suitable, available and achievable by the HELAA have been assessed by the Sustainability Appraisal. Appendix F sets out the criteria that sites have been assessed against which are based on the Sustainability Appraisal objectives. Appendix G includes the individual assessments of sites. Each assessment includes a summary of the effects along with mitigation that would be required to minimise, or remove entirely, potential negative effects.

Next Steps and Monitoring

1.16 Following consultation on the Proposed Submission Local Plan, representations will be taken into account and consideration given as to whether the Sustainability Appraisal requires any modifications prior to the submission of the Local Plan to the Secretary of State for examination.

INTRODUCTION AND CONTEXT 2

2 INTRODUCTION AND CONTEXT

Darlington Borough

- 2.1** Darlington Borough is in North East England. It is the most westerly of the five unitary authorities which make up the Tees Valley sub-region. It is a compact area of 75.9 square miles. The market town of Darlington is the main settlement and outside the main urban area there are three larger villages of Heighington, Middleton St George/Middleton One Row and Hurworth / Hurworth Place. The remainder of the area consists of villages and open countryside. The River Skerne runs through the urban area, whilst the River Tees runs to the south. North Yorkshire lies to the south of the Borough; the Tees Valley is to the east, the former coalfield areas of County Durham to the north, and rural Teesdale to the west.
- 2.2** The population of Darlington is approximately 105,564 and is set to increase to 112,500 in 2026. The Borough has a total of 46,670 households with 87% of the population living within the urban centre of the Borough. In terms of demographics, the Borough has an increasingly ageing population with a significantly lower proportion of younger people.
- 2.3** Darlington is ranked as the 122nd most deprived area in the country, with 15% of the borough's neighbourhoods being amongst the 10% most deprived in the country, whilst 9% of neighbourhoods are amongst the country's 10% least deprived. Inequalities within the Borough largely relate to employment achievement, health and crime. Health and employment are the areas where deprivation in the Borough as a whole is rated worst; whilst it scores relatively well on education, and very well on living environment access to housing and services. Darlington's status as a Healthy New Town should promote the health benefits of good quality housing and contribute to reducing inequalities.
- 2.4** Good transport links exist with the A1 (M) and the East Coast Main Line running past and through the town and other key roads and railways linking the Borough to the remainder of the North East and Yorkshire. Teesside International Airport is located in the eastern part of the Borough. Darlington town centre is of sub-regional importance for shopping and services, and the town is also an important employment hub.
- 2.5** Darlington is of sub-regional importance for higher education opportunities, with students travelling from across the sub-region to attend Queen Elizabeth sixth form college, Darlington College, and Teesside University's Darlington campus.
- 2.6** The Borough has a rich and varied natural and historic environment. There are a variety of national, regional and local environmental and historic designations in the Borough. Darlington also has a high level of open space for a Borough of its size. Provision is generally good although there is a deficiency in quality and quantity in some areas.

The new Darlington Local Plan 2016-2036

- 2.7** The new Darlington Local Plan 2016-36 will be the main development plan document guiding the future use and development of land across the whole Borough, except for minerals and waste. It will contain a Vision, Aims and Objectives, and policies and proposals for the period up to 2036.
- 2.8** The Draft Local Plan:
- identifies where new development and land use changes are planned;
 - identifies where there are particular constraints on development and assets that need to be protected;
 - sets out policies and land allocations to address local planning issues and help guide and decide planning applications;
 - ensures that development and regeneration contributes towards the prosperity, health and quality of life of people in the Borough and achieves sustainable development;
 - provides the strategic policy framework for any community preparing a neighbourhood plan.

2 INTRODUCTION AND CONTEXT

Sustainability Appraisal

2.9 The purpose the Sustainability Appraisal is to:

- find out how the Local Plan will contribute to achieving sustainable development;
- identify how the Local Plan is likely to affect baseline information and its trends;
- work out if the Local Plan policies and proposals are the most appropriate given the reasonable alternatives.

2.10 The output of the Sustainability Appraisal process will be a Sustainability Appraisal Report that accompanies the Local Plan submitted to the Planning Inspectorate for examination. The report will set out and evaluate the likely environmental, social and economic effects of implementing Local Plan policies and site allocations and their reasonable alternatives.

2.11 Sections 4-8 below set out how the Council will carry out the Sustainability Appraisal of the new Local Plan.

Sustainable Development

2.12 The National Planning Policy Framework (NPPF) states that it is the purpose of the planning system to contribute to achieving sustainable development. The definition of sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs⁽²⁾.

2.13 This definition is set out in the NPPF. The five nationally recognised principles of sustainable development⁽³⁾ are:

- living within environmental limits
- ensuring a strong, healthy and just society
- achieving a sustainable economy
- promoting good governance
- using sound science responsibly

2.14 The NPPF also recognises the three dimensions of sustainable development – environmental, social and economic and indicates that a presumption in favour of sustainable development should be at the heart of every plan and every decision. It goes on to advise that for plan-making this means that:

- Local Planning Authorities should positively seek opportunities to meet the development needs of their area;
- Local Plans should as a minimum provide for the objectively assessed needs for housing and other uses, with sufficient flexibility to adapt to rapid change, unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or
 - specific policies in the Framework indicate development should be restricted.

² Resolution 42/187 of the United Nations General Assembly

³ set out in the UK Sustainable Development Strategy: Securing the Future, 2005

INFORMATION REQUIREMENTS 3

3 INFORMATION REQUIREMENTS

- 3.1** Sustainability Appraisal is a stepped process that, as a minimum, must include a Scoping Report, a Sustainability Report⁽⁴⁾ and a final statement of how the appraisal was taken into account. Table 3.1⁽⁵⁾ sets out the information requirements of a SEA and SA and the stages at which this information will be reported. This report considers stages 1-8 of the process.
- 3.2** Following consultation on the Draft Local Plan and the Draft Sustainability Appraisal, the SA has been updated and amended as necessary in the light of comments made during the consultation. The sustainability appraisal process is meant to develop alongside the preparation of the Local plan, being added to and amended in the light of new evidence and information as the document evolves.

Table 3.1 SEA Requirements for the Sustainability Report of the Darlington Local Plan

SEA / Sustainability Appraisal Requirements checklist	Stage
1. An outline of the contents, main objectives of the plan or programme, and relationship with any other plans and programmes.	Scoping report. Sustainability Report
2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.	Scoping report. Sustainability Report
3. The environmental characteristics of areas likely to be significantly affected.	Scoping report. Sustainability Report
4. Any existing environmental, social or economic problems relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC.	Scoping report. Sustainability Report
5. The environmental protection objectives (and social and economic objectives), established at international, European Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations will be taken into account during its preparation.	Scoping report. Sustainability Report
6. The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors.	Sustainability Report
7. Measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.	Sustainability Report
8. Outline of the reasons for selecting the alternatives dealt with and a description of how the assessment was undertaken including any difficulties encountered in compiling the required information.	Sustainability Report
9. Monitoring measures.	Finalised in submission Sustainability Report
10. Non-technical summary.	In relevant reports above

Relevant Plans, Policies and Programmes

- 3.3** Other plans, policies and programmes can be relevant in helping to identify the sustainability issues and objectives for the Borough and the things that could be monitored to check if the Local Plan is delivering sustainable development.

4 Also known as an Environmental Report

5 Adapted from NPPG: The Strategic Environmental Assessment Regulations requirements checklist

3 INFORMATION REQUIREMENTS

3.4 Table 3.2 provides a list of the relevant Plans, Policies and Programmes that should inform the Sustainability Appraisal of the Local Plan. This list has evolved as the Sustainability Appraisal process has progressed and as the evidence base to the emerging Local Plan has been developed. **APPENDIX A** of this report provides a review of these documents, identifying:

- Objectives or requirements of the plan or programme;
- Relevant targets, indicators or delivery mechanisms;
- Local Plan response/implications.

Table 3.2 Relevant Plans, Policies and Programmes

International	
<ul style="list-style-type: none"> • Johannesburg Declaration on Sustainable Development (United Nations Department of Economic and Social Affairs [UNDESA], 2002) • Kyoto Protocol to the UN Convention on Climate Change (United Nations Framework Convention on Climate Change [UNFCCC], 1992) Endorsed and continued by the Copenhagen Accord (2009) • COP21 Paris Agreement on Climate Change (United Nations Framework Convention on Climate Change [UNFCCC], 2015) • Universal Declaration of Human Rights (United Nations [UN], 1948) • Sustainable Development Goals (Transforming our World: the 2030 Agenda for Sustainable Development, United Nations [UN], 2015) • Convention on the Protection of the World's Cultural and Natural Heritage (United Nations Educational Scientific and Cultural Organisation [UNESCO], 1972) • The Convention on Wetlands of International Importance especially as Waterfowl Habitat (The Ramsar Convention) (1971) • The Council of Europe Convention on the Conservation of European Wildlife and Natural Habitats (The Bern Convention) (1979) • The Council of Europe European Landscape Convention (The Florence Convention) (2000) • The Council of Europe Convention for the Protection of the Archaeological Heritage of Europe (The Valletta (Malta) Convention) (revised) (1992) • The Council of Europe Convention for the Protection of the Architectural Heritage of Europe (The Granada Convention) (1985) • EU Directive 2008/50/EC on ambient air quality and cleaner air for Europe (EU Air Quality Directive) • EU Directive 2009/147/EC on the conservation of wild birds (EU Birds Directive) • EU Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (EU Habitats Directive) (As amended by 97/62/EC) • EU Framework Directive 2008/98/EC on waste • EU Framework Directive 2000/60/EC on water • EU Directive 2009/28/EC on the promotion of the use of energy from renewable sources • EU Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment • EU Directive 2002/91/EC on the Energy Performance of Buildings • EU Seventh Environmental Action Programme: Living Well, Within the Limits of Our Planet (2013) • European Spatial Development Perspective (Potsdam 1999) • European Sustainable Development Strategy 2001 (Renewed 2006, reviewed 2009) • Our Life Insurance, Our Nature Capital: An EU Biodiversity Strategy to 2020 (2011) 	
National	
<ul style="list-style-type: none"> • Securing the Future: The UK Sustainable Development Strategy (CM6467) (HM Government, 2005) • The Enterprise and Regulatory Reform Act 2013 • The Plan for Growth (BIS, 2011) • Laying the Foundations: A Housing Strategy for England (HM Government, 2011) • The Carbon Plan: Delivering our Low Carbon Future (DECC, 2011) • The UK Post 2010 Biodiversity Framework (Joint Nature Conservation Committee (JNCC), 2012) • Biodiversity 2020: A strategy for England's wildlife and ecosystem services (DEFRA, 2011) • The Conservation of Habitats and Species Regulations (2010) and amendments (2012) • The Air Quality Standards Regulations (2010) • Safeguarding our soils: A strategy for England (DEFRA, 2009) 	

INFORMATION REQUIREMENTS 3

International
<ul style="list-style-type: none"> • Technical Information Note 049: Agricultural Land Classification- protecting the best and most versatile agricultural land: 2nd edition (Natural England, 2012) • Planning Practice Guidance (PPG): Housing- Optional Technical Standards (Ref ID: 56-001-20150327 to 56-004-20150327) (DCLG, 2015) • Technical housing standards - nationally described space standard (DCLG, 2015) • Future Water: The Government's Water Strategy for England (DEFRA, 2008) • National Planning Policy Framework (NPPF) (HCLG, 2019) • National Planning Policy for Waste (DCLG, 2014) • Waste Management Plan for England (DEFRA, 2013) • Planning Policy for Traveller Sites (DCLG, 2015) • National Adaption Programme: Making the country resilient to a changing climate (defra, 2013) • Fixing our broken housing market (DCLG, 2017) • A Green Future: Our 25 Year Plan to Improve the Environment (HM Government, 2018) • Clean Air Strategy 2019 (Defra, 2019)
Regional and Sub-Regional
<ul style="list-style-type: none"> • Tees Valley Strategic Economic Plan 2016-2026 (TVCA, 2016) • Tees Valley Innovation Strategy (TVCA 2016) • Tees Valley Investment Plan 2017-2021 (TVCA, 2017) • Tees valley European Structural & Investment Funds (TVCA, 2016) • Tees Valley Strategic Infrastructure Plan (TVCA, 2014) • Investing in Tees Valley's Future 2017-2021 (TVCA, 2017) • Strategic Transport Plan (Transport for the North, 2019) • Connecting the Tees Valley (TVCA, 2016) • Tees Valley Green Infrastructure Strategy (Tees Valley Joint Strategy Unit, 2008) • Tees Valley Hotel Futures and Summary 2009 • Tees Valley Biodiversity Action Plan • River Basin Management Plan, Northumbria River Basin District (Environment Agency, 2015) • River Tees Catchment Flood Management Plan (Environment Agency, 2009) • Tees Valley Water Cycle Study (URS, 2012) • The Tees Valley Climate Change Strategy (2010-2020) (Tees Valley Unlimited, 2010) • Tees Valley Joint Minerals and Waste Core Strategy (2011) • Tees Valley Joint Minerals and Waste Policies and Sites DPD (2011) • Police, Crime and Victims' Plan 2016-21 (PCVC, 2016) • Hambleton District Development Plan (HBC) • Durham County Development Plan (DCC) • Stockton Borough Development Plan (SBC) • Richmondshire District Development Plan (RDC)
Local
<ul style="list-style-type: none"> • Sustainable Community Strategy - One Darlington: Perfectly Placed (2008-2026) • Economic Strategy for Darlington 2012-2026 (DBC, Darlington Partnership, TVU, 2012) • Darlington Joint Strategic Needs Assessment 2016 (DBC, 2016) • Darlington Third Local Transport Plan 2011-2026 (DBC) • Darlington Housing Strategy 2012-17 (DBC, 2012) • Darlington Retail and Town Centre Study (WYG, 2014) • Planning Obligations SPD (DBC, 2013) • Design of New Development SPD (DBC, 2011) • Darlington Landscape Character Assessment (LUC, 2015) • Darlington Characterisation Study (DBC, 2009) • Town Centre Fringe Conservation Management Plan (Archaeo-Environment Ltd, 2010) • Darlington Borough Council Conservation Area Character Appraisals (DBC, 2009) • Darlington's Green Infrastructure Strategy 2013-2026 (DBC, 2013) • Darlington Open Space Strategy 2007-2017 (DBC, 2007 and 2010 update) • Darlington Rights of Way Improvement Plan (DBC, 2011)

3 INFORMATION REQUIREMENTS

International

- An Allotments Strategy for Darlington 2009-2019 (DBC, 2009)
- Ongoing Development Monitoring including Annual Monitoring Report (DBC)

Sustainability Appraisal Baseline

Baseline data has been gathered from existing plans and strategies and available environmental, social and economic information. The baseline provides a picture of the state of the Borough today and helps to identify any sustainability issues, problems and opportunities that the Darlington Local Plan could help address. This will help inform four tasks:

- Inform the production of the sustainability objectives;
- Provide an evidence base to predict the effects of the Darlington Local Plan;
- Produce a draft SA framework that will eventually be used to monitor the success of the Darlington Local Plan.
- Identify appropriate measures against which to monitor the significant effects of implementing the Local Plan.

The full baseline is provided at **APPENDIX B** of this framework.

Local Sustainability Issues

Following the review of relevant plans, policies and programmes, and the baseline information, a number of key sustainability issues, problems and opportunities for Darlington Borough have been identified in Table 3.3 that are relevant to the preparation of the Local Plan.

Table 3.3 Sustainability Issues and Problems

Sustainability Issue	Summary
People and Population	
Shortfall in overall housing compared with needs.	The Borough has been under-performing against its house building targets since the start of the recession.
Shortfall in affordable housing provision, especially in rural areas. Lack of social rented tenure.	The Borough has been under-performing against its affordable housing targets since the start of the recession.
Shortfall of Gypsy and Traveller accommodation.	Local study shows an unmet need for sites.
Ageing and growing population.	Latest census results show the population has grown more than previously estimated over the last ten years.
Economy and Employment	
Increasing town centre vacancy and reduction in footfall.	The town centre and town centre fringe has the highest retail floorspace vacancy rate and there are indications that footfall is decreasing in some parts of the town centre.
Building on Darlington's economic strengths – Increased potential to grow sectors.	Identified need to build on Darlington's strengths in advanced manufacturing, business and financial services, logistics and a market town atmosphere with independent retailers, and also take advantage of the Tees Valley's strength in the digital sector.

INFORMATION REQUIREMENTS 3

Sustainability Issue	Summary
Transport and Travel	
Congestion and network capacity leading to high levels of air pollution in parts of the borough.	Identified need to tackle congestion and network capacity.
Need to support improvements to the rail and bus infrastructure.	Programmes for rail and bus improvement, and further such for which the need has been identified, should be accommodated and supported.
Climate Change and Energy	
Reducing harmful emission outputs and increasing renewable energy generation.	To tackle climate change, continued effort is required to reduce carbon dioxide, nitrogen oxide and other harmful emissions, and increase the generation of renewable energy at a local level.
Protecting and enhancing ecological networks and making space for changes to rivers.	DEFRA, Natural England and the Environment Agency identify principles of planning for space within which natural processes caused by climate change can occur. For example, a species may need to move from a site which climate change has made less suitable, to one which it has made more suitable; for this it would need a network of appropriate habitat between the two sites. Likewise, planning should allow space for natural changes to rivers caused by changing climatic conditions and their normal geomorphological processes.
Environmental Protection	
High level of contaminated land.	Mainly arising from Darlington's industrial past which has the potential to contaminate groundwater.
High number of development sites at some risk of flooding. Climate change and its effect on flood risk.	A number of potential development area are at risk of flooding. Properties are also at risk in neighbouring authorities downstream of Darlington Borough. Flood risk is likely to increase over the next 25 years due to the impacts of climate change.
Effective and efficient use of land in most sustainable locations.	Prioritising and promoting the reuse of previously developed land.
Some rivers of poor and bad ecological quality.	A number of tributaries of the Tees and Skerne are of poor ecological quality not currently classified as being of good ecological status under the Water Framework Directive, in particular the Neasham Stell was classified as of bad ecological quality in 2015.
Biodiversity and Geodiversity	
Protecting the best and most versatile agricultural land, priority habitats and species and expanding range where possible.	Six priority habitats present within the Borough but all rare, fragmented or in decline. Work need to be done to slow or reverse current trends. Four SSSI's (Hells Kettles, Neasham Fen, Newton Ketton Meadow and Redcar Field). Twenty seven priority species identified for Darlington, populations vary greatly. Aim to achieve net gains for biodiversity in line with the NPPF.
Recreation and Leisure	
Unequal distribution of open space and types of open space.	Poor levels of provision coincide with areas of deprivation and there are geographical gaps in the provision of specific types of open space, in particular allotments.

3 INFORMATION REQUIREMENTS

Sustainability Issue	Summary
Heritage and Landscape	
Potential risk to local heritage (built and natural) from new development and other pressures.	Locally important buildings and other heritage assets may be at risk from development and other pressures (e.g. neglect and decay) as they have not yet been classified and therefore key features and assets may not be appropriately considered and taken in to account in planning decisions. Increase of heritage assets on the 'at risk' register. Process of undertaking appraisals has identified that there is a general perception of decline within the Borough's conservation areas. Development on outskirts of urban areas and villages, both within and beyond the Borough, can have an impact on landscape quality.

DEVELOPMENT OF THE SUSTAINABILITY FRAMEWORK 4

4 DEVELOPMENT OF THE SUSTAINABILITY FRAMEWORK

4.1 Central to the Sustainability Appraisal process is the development of a Sustainability Framework; this provides a format for describing, analysing and comparing the potential sustainability effects of the Local Plan.

4.2 The National Planning Policy Framework (NPPF) states that the purpose of the planning system is to contribute to the achievement of sustainable development. Local Plans must therefore be prepared with the objective of contributing to sustainable development. Paragraph 32 of the NPPF sets out how Local Planning Authorities should approach this task through the Sustainability Appraisal process:

'Local Plans and spatial development strategies should be informed throughout their preparation by a Sustainability Appraisal that meets the relevant legal requirements. This should demonstrate how the plan has addressed relevant economic, social and environmental objectives (including opportunities for net gains). Significant adverse impacts on these objectives should be avoided and, wherever possible, alternative options which reduce or eliminate such impacts should be pursued. Where significant adverse impacts are unavoidable, suitable mitigation measures should be proposed (or, where this is not possible, compensatory measures should be considered)'.

4.3 Table 4.1 shows the sustainability framework, with sustainability objectives and proposed decision making criteria.

Table 4.1 Sustainability Framework

Sustainability Appraisal Objective		Decision Making Criteria
1	Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	<p>a. Will it deliver housing in sustainable locations with access to a range of local services and facilities within easy walking and cycling distance?</p> <p>b. Will it provide good quality and safe connections to cycle and walking networks?</p> <p>c. Will it deliver market and affordable homes to meet identified Borough needs?</p> <p>d. Will it deliver adaptable housing to meet the lifelong needs of the population?</p>
2	Develop vibrant and cohesive communities.	<p>a. Will it reduce the potential for social isolation, with particular regard to disadvantaged and protected groups?</p> <p>b. Will it increase the availability and accessibility of community and cultural activities and facilities?</p> <p>c. Will it preserve, promote and enhance local community and culture?</p>
3	Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	<p>a. Will it encourage greater participation in healthy lifestyles, including nature based or outdoor leisure activities?</p> <p>b. Will it provide opportunities for people to get involved in sports and recreational activities?</p> <p>c. Will it ensure the whole population has easy access to health facilities?</p> <p>d. Will it increase local food production?</p>

4 DEVELOPMENT OF THE SUSTAINABILITY FRAMEWORK

Sustainability Appraisal Objective		Decision Making Criteria
4	Provide education and training opportunities to improve the skills and employment prospects of the resident population.	<p>a. Will it promote lifelong learning and help to widen participation in learning activities – supporting the development of local skills?</p> <p>b. Will it increase opportunities for vocational training via apprenticeships, internships and work experience?</p> <p>c. Will it help to address a shortage in primary school places?</p>
5	Improve the safety and security of people and property.	<p>a. Will it help to reduce crime and the fear of crime?</p> <p>b. Will it help to reduce and prevent crime and disorder through appropriate design measures?</p> <p>c. Will it help to improve highway safety?</p> <p>d. Will it mitigate the risks associated with major hazard sites?</p>
6	Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities.	<p>a. Does it provide for opportunities to attract new business to the Borough?</p> <p>b. Will it facilitate the expansion and development of existing businesses?</p> <p>c. Will it maintain the vitality and viability of the Borough's town and local centres?</p>
7	Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	<p>a. Will it reduce the distance people need to travel to work or to access services and facilities and will it prioritise development on well-located sites, especially the town centre?</p> <p>b. Will it provide access to a range of employment, education, health service and leisure opportunities via a frequent public transport service?</p> <p>c. Will the residual cumulative impacts of development on the transport network be severe?</p>
8	Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.	<p>a. Will it reduce emissions of greenhouse gases (and other sources of air pollution including fumes and smoke), including by encouraging energy efficiency?</p> <p>b. Will it increase renewable energy generation?</p> <p>c. Will it ensure climate adapted design and resilient infrastructure?</p> <p>d. Will it include a sustainable approach to water management?</p> <p>e. Will it facilitate the use of low carbon fuelled vehicles?</p>
9	Make the most efficient use of land and resources.	<p>a. Will it reduce contaminated sites and increase remediation?</p> <p>b. Will it maximise the use of brownfield land and minimising the loss of greenfield land to development?</p> <p>c. Will it lead to the loss of the best and most versatile agricultural land?</p> <p>d. Will it increase the prevention, re-use, recovery and recycling of waste?</p>

DEVELOPMENT OF THE SUSTAINABILITY FRAMEWORK 4

Sustainability Appraisal Objective		Decision Making Criteria
10	Minimise levels of noise, vibration, dust, odour and light pollution.	a. Will it avoid unacceptable levels of noise, vibration dust, odour and light pollution?
11	Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	a. Will it increase flood risk elsewhere? b. Will it include/encourage integrated drainage and rainwater harvesting? c. Will it increase the use of SUDS? d. Does it follow the sequential approach to avoiding higher flood risk areas? e. Does it consider updated climate change allowances?
12	Protect and enhance air and water quality and make efficient use of water.	a. Will it contribute to reductions in air quality monitoring pollutants at monitoring locations across the Borough? b. Will it minimise the risk of contamination to ground waters and surface waters? c. Will it protect or contribute to improving the ecological quality of rivers? d. Will it minimise the risk of contamination to locally and nationally designated nature conservation sites?
13	Protect and enhance biodiversity and geodiversity.	a. Will it protect and enhance ecological networks and locally/nationally designated nature conservation sites, resulting in net gains for biodiversity? b. Will it protect priority habitats and species and provide for the long term management of important wildlife habitats? c. Will it increase the quality and quantity of woodland and tree cover? d. Will it promote and raise awareness of the enjoyment/benefits of the natural environment and promote access to appropriate sites/the countryside? e. Will it avoid minerals safeguarding areas? f. Will it protect or improve the geomorphological condition of a waterbody?
14	Protect and enhance green infrastructure of all types.	a. Will it protect existing and / or enhance / create good quality green infrastructure? b. Will it promote increased access to green infrastructure?
15	Protect and enhance the character and quality of Darlington's landscape.	a. Will it protect and enhance the quality and character of the landscape? b. Will it contribute to local distinctiveness and countryside character?
16	Conserve and enhance Darlington's distinctive and valuable historic environment.	a. Will it conserve and enhance designated and non-designated heritage assets, and their settings, and other elements of the historic environment? b. Will it promote good design?

4 DEVELOPMENT OF THE SUSTAINABILITY FRAMEWORK

Sustainability Appraisal Objective	Decision Making Criteria
	c. Will it maintain separation between the main settlements in the Borough and those in surrounding Districts?

4.4 The Sustainability Framework will be used as the basis for assessing the likely sustainability effects of the following:

- local plan objectives;
- local planning policies;
- strategic development options;
- potential development site options.

Integrating SA / SEA requirements

4.5 The Sustainability Appraisal process ensures that the potential environmental effects of the plan are fully considered alongside wider social and economic issues. Table 4.2 demonstrates that there is a reasonable balance between the social, economic and environmental issues covered by the Sustainability Objectives.

Table 4.2 Balance between social, economic and environmental considerations

Sustainability Appraisal Objective	soc	econ	env
1 Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	+	+
2 Develop vibrant and cohesive communities.	+		
3 Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	+	+
4 Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	+	
5 Improve the safety and security of people and property.	+	+	+
6 Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	+	+	
7 Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	+	+
8 Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.	+	+	+
9 Make the most efficient use of land.	+	+	+
10 Minimise levels of noise, vibration and light pollution.	+	+	+
11 Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	+	+	+
12 Protect and enhance air and water quality and make efficient use of water.	+	+	+
13 Protect and enhance biodiversity and geodiversity.			+
14 Protect and enhance green infrastructure of all types.	+		+
15 Protect and enhance the character and quality of Darlington's landscape.			+

DEVELOPMENT OF THE SUSTAINABILITY FRAMEWORK 4

Sustainability Appraisal Objective		soc	econ	env
16	Conserve and enhance Darlington's distinctive and valuable historic environment.	+		+

Relationship of the Sustainability Objectives to environmental issues

- 4.6** The SEA Directive⁽⁶⁾ identifies a number of environmental issues against which the likely significant effects of plans and programmes must be assessed. If these environmental issues are not sufficiently covered by the Sustainability Objectives, either directly or by a reasonable combination of indirect factors, they will not satisfy the SEA Directive assessment requirements. Table 4.3 shows that the proposed Sustainability Objectives sufficiently cover all of the required environmental issues.

Table 4.3 Coverage of Environmental Issues

SEA Directive Environmental Issue	Sustainability Objective	
	Directly	Indirectly
Biodiversity	13	12, 14
Population*		1, 2, 3, 4
Human Health	3, 10, 12, 14	2, 6, 7, 8
Fauna	13	12, 14
Flora	13	12, 14
Soil	9, 13	14
Water	11, 12	8
Air	8, 12	7
Climatic factors	8, 12	7
Material assets*	9	5, 16
Cultural heritage (including architectural and archaeological heritage)	16	2, 15
Landscape	15	16

Compatibility of the Sustainability Objectives

- 4.7** In order to test the SA objectives' compatibility with one another, an appraisal matrix has been produced (see Figure 4.1 on the following page).
- 4.8** The majority of the sustainability objectives are considered, on balance, to be either compatible or have a neutral impact on one another. However, potential incompatibility was identified between environmental objectives like improving or sustaining the quality of environmental resources, and the more socially and economically focused sustainability objectives, such as achieving sustainable levels of economic growth, and providing new housing.
- 4.9** The potential incompatibility mainly arises for the likely costs associated with achieving the most sustainable outcomes on matters like mitigating flood risk and safeguarding and enhancing biodiversity; by impacting on scheme viability, these would reduce the amount of value left in schemes to achieve social objectives, such as more affordable housing. In some instances, it could mean that economically beneficial schemes become unviable.

4

DEVELOPMENT OF THE SUSTAINABILITY FRAMEWORK

Table 4.4

Key					
+	Compatible	x	Incompatible	o	Neutral

DEVELOPMENT OF THE SUSTAINABILITY FRAMEWORK 4

Table 4.5 Compatibility Testing of the Sustainability Objectives

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+															
Develop vibrant and cohesive communities.	+															
Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyle.	+	+														
Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	+	+													
Improve the safety and security of people and property.	0	+	+	0												
Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities.	+	+	+	+	0											
Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	+	+	0	+	0										
Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+	+	+	0	+	0	+									
Make the most efficient use of land and resources.	+	+	+	0	+	+	+	+								
Minimise levels of noise, vibration, odour and light pollution.	0	+	+	0	0	0	+	+	+							
Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	+	+	+	0	+	+	0	+	+	+						
Protect and enhance air and water quality and make efficient use of water.	0	+	+	0	0	X	+	+	+	+	+					
Protect and enhance biodiversity and geodiversity.	0	+	+	0	0	0	+	+	+	+	+	+				
Protect and enhance green infrastructure of all types.	+	+	+	0	0	0	+	+	+	+	+	+	+			
Protect and enhance the character and quality of Darlington's landscape.	0	+	+	0	0	X	+	+	+	+	+	+	+	+		
Conserve and enhance Darlington's distinctive and valuable historic environment.	+	+	+	0	0	0	+	+	+	+	+	+	+	+	+	
Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

5 ASSESSMENT OF LOCAL PLAN OBJECTIVES

5 ASSESSMENT OF LOCAL PLAN OBJECTIVES

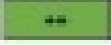





- 5.1** In accordance with best practice and advice, the proposed Local Plan objectives have been tested against the SA objectives to ensure that they are compatible and to avoid any inconsistency. Testing the proposed objectives of the Local Plan in this way can help to refine them further. Where conflict is identified between objectives it is for decision makers to decide on priorities and consideration be given to amending them.
- 5.2** The appraisal of Local Plan objectives has been carried out on the basis that the Local Plan will include an appropriate policy framework to achieve the following: that development will have regard to the need to protect, conserve and enhance the natural and historic environment; that new buildings will be of a high quality design and construction standard; that development will take place in a way that limits the potential for pollution and greenhouse gas emissions, and uses resources efficiently to limit waste production. It is also assumed that any disruption caused during the construction phase of any development is temporary and reversible.
- 5.3** The outcome of the assessment of the compatibility of the Proposed Submission Local Plan objectives with the SA objectives is set out in the table at **APPENDIX C**. A commentary is also provided for those objectives, where there are acknowledged areas of uncertainty.
- 5.4** The conclusion of the assessment is that no areas of inconsistency have been identified.

ASSESSMENT OF LOCAL PLAN POLICY OPTIONS 6


6 ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

- 6.1** The Issues and Scoping consultation paper from May 2016 set out the Council's initial thoughts about what the scope of the new Local Plan should be, and the planning issues that it should address. The Sustainability Appraisal needs to test all reasonable alternative policy options, to ensure that the Local Plan policies are likely to result in the most positive outcome when considered against sustainability objectives. Following the recommendations of the Draft Sustainability Appraisal, the Council published the Draft Local Plan in June 2018 for consultation. As a result of the comments received during the consultation period a number of changes were made to the emerging Local Plan policies. Where required the assessments of local policy options have been updated to reflect changes in policy coverage following the consultation on the Draft Local Plan.
- 6.2** Identifying and testing alternative policy options or approaches as part of the Local Plan is not a straightforward process and it is theoretically possible to construct a very extensive range of alternative options, particularly when considering policy area that cover a wide range of issues. A large number of nuanced alternative options, each with minor variations (or in areas where the Local Plan cannot significantly influence decision making) do not best serve planning or sustainability requirements. Planning practice has shown that outlining a set of clear and meaningful reasonable alternatives that address the areas that the Local Plan can significantly influence ensures a logical decision making process and a more sustainable plan outcome.
- 6.3** A three step process was applied to the assessment of Local Plan policy options:
1. The first step was to identify reasonable alternative policy options for each subject matter.
 2. Consideration was then given to the likely effect of each policy option against the Sustainability Appraisal Objectives set out in Table 4.1, and an appropriate score given using the options in Table 6.1 below.

Table 6.1

Symbol	Effect	Description
	Significant positive effect	The policy option is likely to contribute significantly to the achievement of the objective.
	Positive effect	The policy option is likely to contribute to the achievement of the objective but not significantly.
	No/Neutral effect	There is no clear relationship between the policy option and the achievement of the objective or the relationship is negligible.
	Negative effect	The policy option is likely to detract from the achievement of the objective but not significantly.
	Significant negative effect	The policy option is likely to significantly detract from the achievement of the objective.
	Potential positive and negative effect	The policy option either has both a positive and negative relationship to the objective or the relationship is dependent on the way in which the impact is managed/policy implemented.

6 ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Symbol	Effect	Description
	Uncertain effect	Insufficient information is available to enable an assessment to be made against the objective.

3. A summary of the main predicted positive and negative effects of each policy option has been provided along with highlighting the key differences between the options available. Finally, the preferred policy option has been identified along with the reasoning behind its selection.

6.4 The assessment of policy options for the Local Plan is set out in **APPENDIX D**.

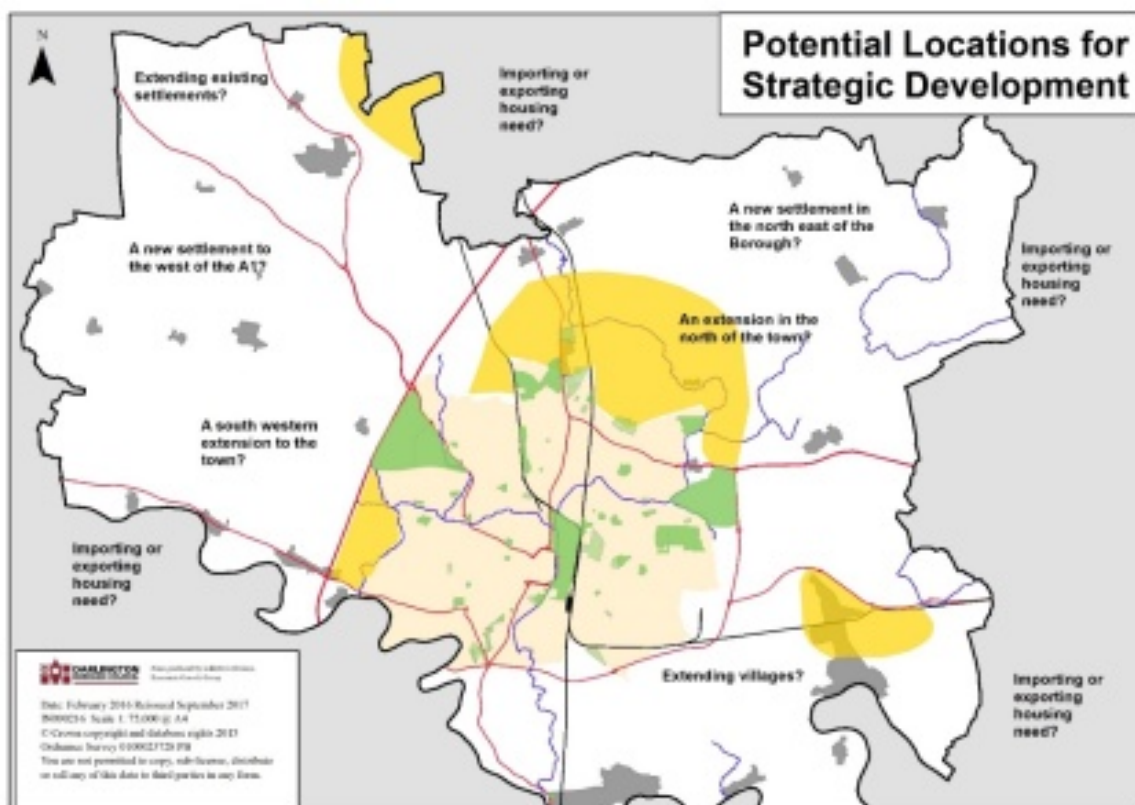
ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS 7

7 ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

Identification of Strategic Development Options

- 7.1** Darlington Borough Council is developing a new Local Plan to cover the period 2016–2036. During this period the Borough is expected to deliver significant housing and economic growth, with around 10,000 new homes and 7,000 new jobs required to meet local needs.
- 7.2** The Council published an Issues and Scoping Paper for the new Local Plan for consultation in May 2016 along with issuing a 'Call for Sites' at the same time. The consultation document set out the Council's initial ideas for the new Local Plan, including identifying a number of potential locations for strategic development around the Borough, as illustrated in Figure 7.1 below taken from the Issue and Scoping Paper.

Figure 7.1 Issues and Scoping Paper, May 2016 - Potential Locations for Strategic Development



- 7.3** In November 2016 the Council took a report to Cabinet reporting the outcomes of the Issues and Scoping consultation. The report sets out the process by which the potential strategic development locations were identified and considered, and includes a summary and review of the comments submitted as part of the consultation on the potential locations. A paper setting out the background to developing a locational strategy for Darlington's emerging Local Plan was included as part of this report. The November 2016 Cabinet report and all associated papers, including the comments received during this consultation stage, are available on the Council's Local Plan website at: <https://microsites.darlington.gov.uk/local-plan/>
- 7.4** As part of the Call for Sites process some 120 sites, totalling over 3,000 hectares of land, were submitted to the Council for consideration in the Local Plan by landowners, developers and other interested parties. The vast majority of sites consist of greenfield land on the edge of settlements with sites ranging in size from those less than 0.05 hectares to one site over 1,000 hectares. Table 7.1 below provided a simple breakdown of the sites submitted by size.

7 ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

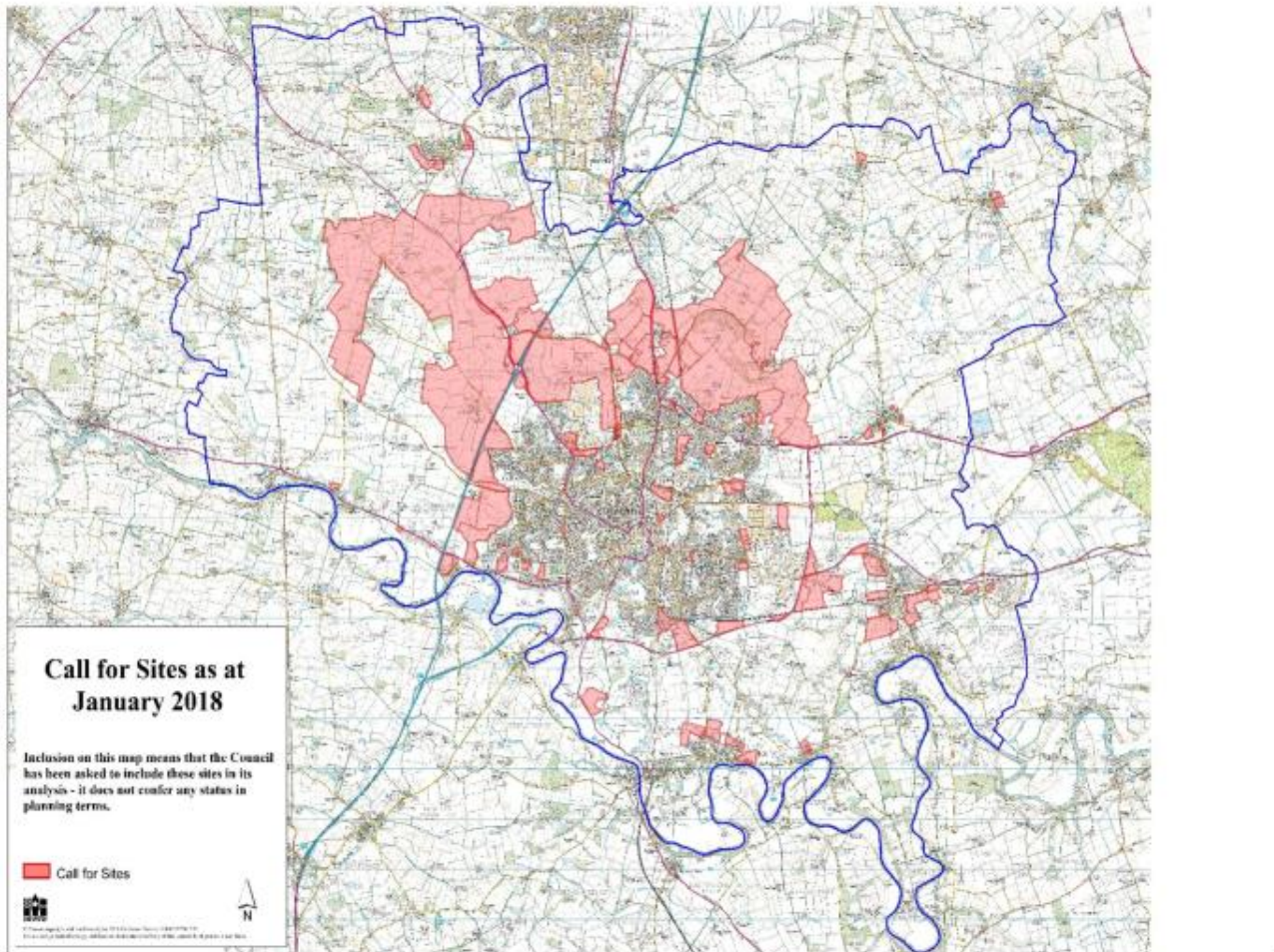
Table 7.1 Sites submitted through the Call for Sites process by size

Site Size (hectares)	Number of sites	Total area of sites submitted (hectares)	Percentage of sites submitted	Percentage of total area of sites submitted
Less than 0.5	18	4.68	15%	0%
0.5 to 1	11	8.68	9%	0%
1 to 10	61	233.03	51%	8%
10 to 50	22	500.45	18%	16%
50 to 100	4	269.36	3%	9%
100 to 200	0	0	0%	0%
More than 200	4	2033.76	3%	67%
All sites	120	3049.96		

7.5 Figure 7.2 below shows the scale and distribution of the sites submitted as potential development locations. Many of these have been submitted and considered through previous plan making cycles, however others are new suggestions responding to the Council's suggestions for achieving strategic housing delivery over a longer plan period. They range from relatively small extensions adjacent to existing villages, through to a large expanse of land to the west of the A1(M) put forward as a potential location for a new settlement. Elsewhere, the submitted sites form major clusters at the urban fringe, concentrated to the south west, north west, north and north east of Darlington town.

ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS 7

Figure 7.2 Call for Sites as at January 2018



- 7.6** Darlington's Housing and Employment Land Availability Assessment (HELAA), published in March 2018, is a technical study that determines the suitability, availability and achievability of potential development sites across the Borough. All sites considered as part of the previous Strategic Housing Land Availability Assessment (SHLAA) process undertaken in 2015 and the Employment Land Review in 2013 were retained and assessed as part of the HELAA, along with any 'new' sites submitted to the Council regardless of the use proposed as part of the call for sites process. Table 7.2 provides a summary of the size of sites assessed in the HELAA.

Table 7.2 Sites assessed through the HELAA process by size

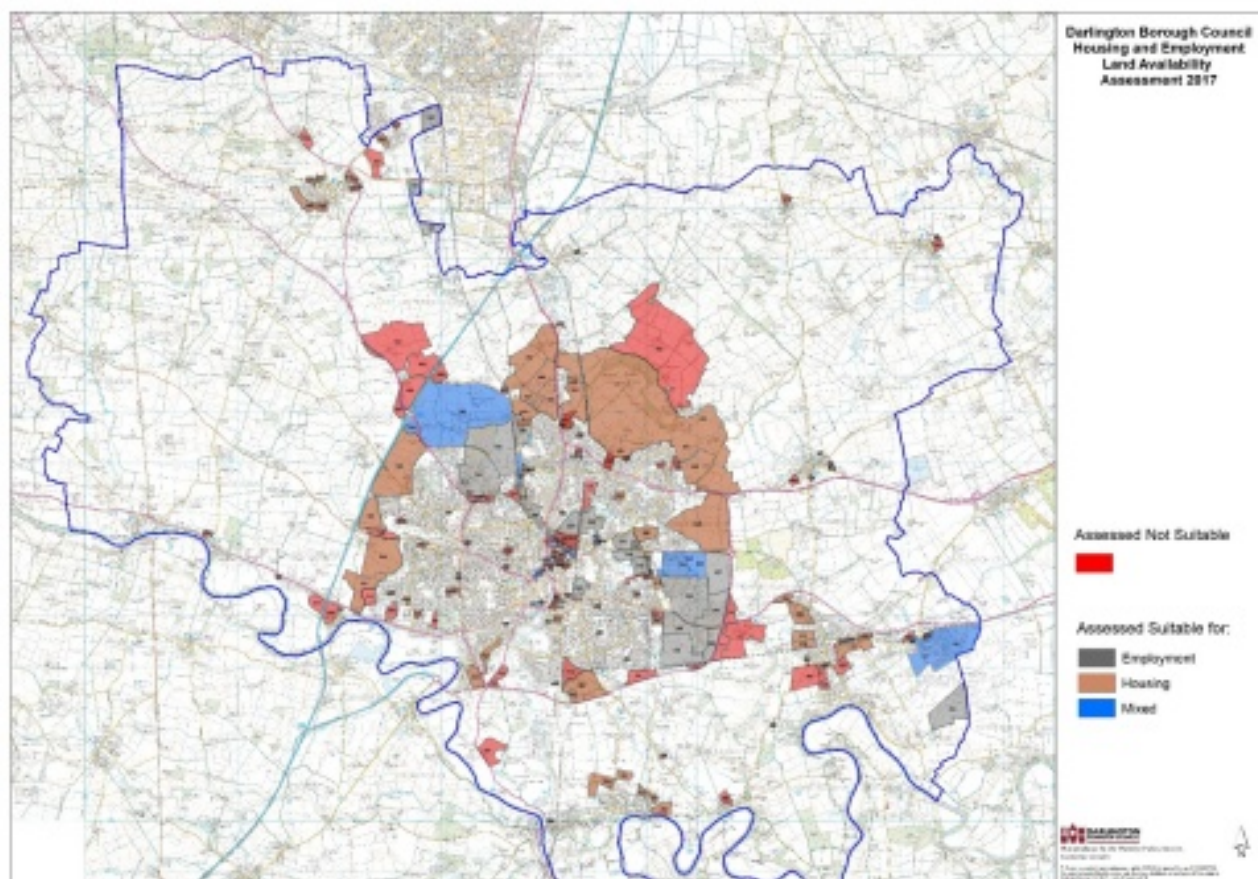
HELAA Assessment	Number of sites	Total Area (Ha)	Number of sites by site area (Ha)						
			Less than 0.5	0.5 to 1	1 to 10	10 to 50	50 to 100	100 to 200	More than 200
Sites assessed as Suitable	110	2,069	11	10	49	30	8	1	1
Housing	65	1189	9	6	31	14	4	0	1
Mixed Use	17	350	2	3	6	4	1	1	0
Employment	28	530	0	1	12	12	3	0	0
Sites assessed as Not Suitable	86	631	19	12	45	7	2	0	1

7 ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

All sites assessed	196	2700	30	22	94	37	10	1	2
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- 7.7** Figure 7.3 below illustrates the conclusions of the HELAA assessment of sites, showing those sites that were determined to be not suitable, and those that were considered to be suitable for either housing, employment or a mix of uses.

Figure 7.3 HELAA Assessment 2017



Potential Strategic Development Options

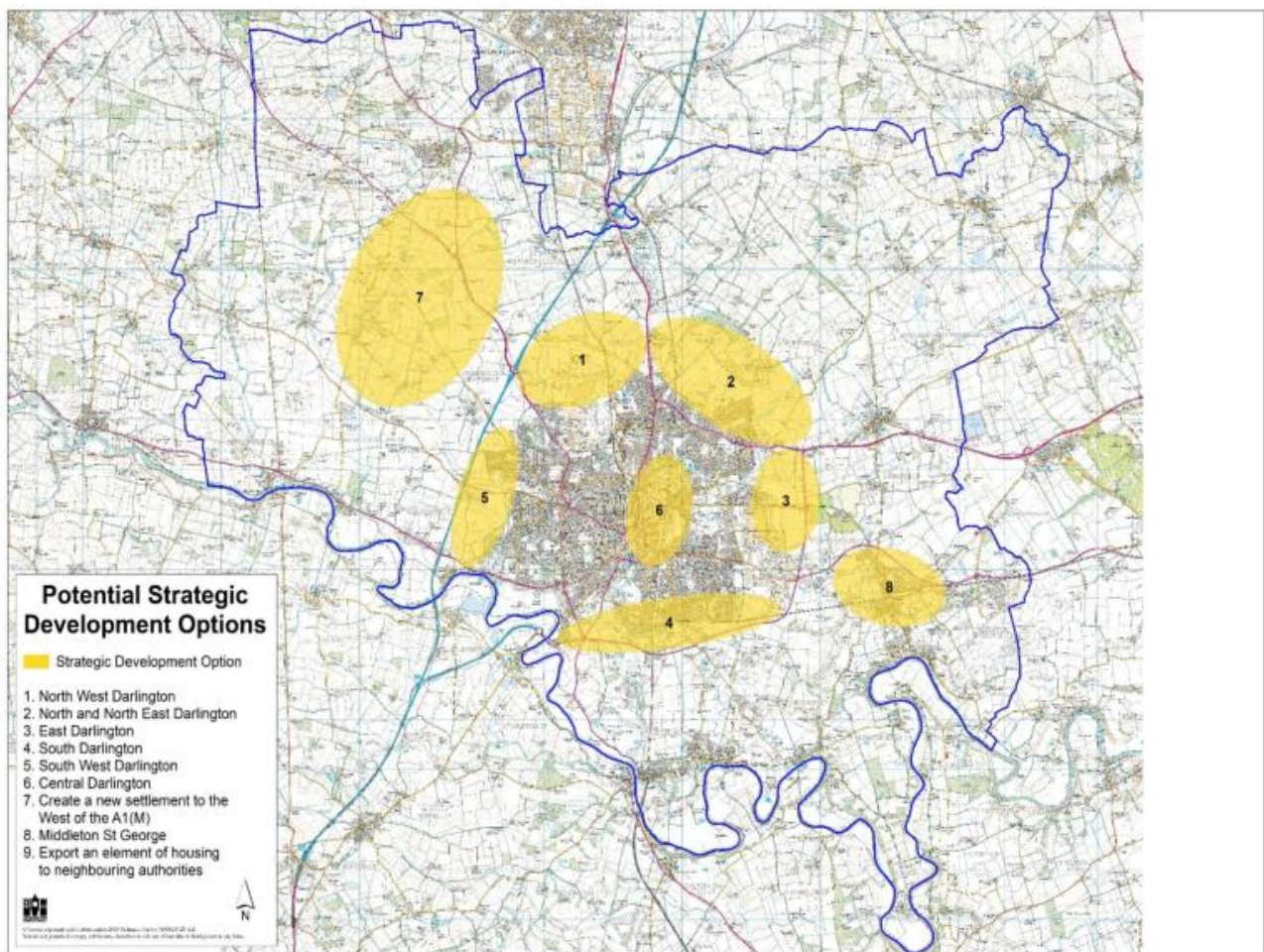
- 7.8** As result of the Issues and Scoping consultation in 2016, the response to the Call for Sites and the HELAA process, twelve broad strategic development options have presented themselves to be considered by the Sustainability Appraisal for the emerging Local Plan. No single option would be sufficient to deliver the level of growth required to meet the Borough's full housing and employment land requirements for the period to 2036. Therefore, the final development strategy will need to be made up of an appropriate combination of the options available to deliver a sustainable pattern of growth for the plan period.
- 7.9** Due to the submission of additional sites over the intervening period since the November 2016 Cabinet report, and to enable the comparison of a wider range of options when assessed against Sustainability Objectives, a number of options that were ruled out of further consideration at that stage have been assessed by the Sustainability Appraisal.
- 7.10** The nine potential strategic development options considered in the Sustainability Appraisal are (shown in Figure 7.4⁽⁷⁾):

⁷ The areas shown in Figure 7.4 are purely illustrative of the potential areas of search for development sites in each location and not an necessarily an indication of the scale of development that would be expected to take place.

ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS 7

1. North West Darlington
2. North and North East Darlington
3. East Darlington
4. South Darlington
5. South West Darlington
6. Central Darlington
7. Create a new settlement to the West of the A1(M)
8. Middleton St George
9. Export an element of housing to neighbouring authorities

Figure 7.4 Potential Strategic Development Options



Development options considered but discounted

7.11 A number of other options were considered but have been discounted due to a lack of suitable and/or available sites based on a consideration of the sites submitted to the Council through the 'call for sites' process and a desk top survey. These options are listed below:

- Newton Aycliffe
- Extend existing smaller villages
- A new settlement in the north east of the Borough

7.12 The reasons for discounting these alternative strategic development options at this stage are set out below.

7 ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

Newton Aycliffe

- 7.13** The Council's Issues and Scoping document identified development on the south west side of Newton Aycliffe as a potential strategic development option to be explored as part of the Local Plans development. Darlington Borough Council's boundary wraps closely around the south and west side of Newton Aycliffe which is located to the north west of the A1(M), north of Darlington town.
- 7.14** This option would have to be brought forward with the cooperation and agreement of Durham County Council in their role as the Local Planning Authority covering Newton Aycliffe. In order for development in this location to be suitable and sustainable it would need to act as an extension of Newton Aycliffe itself, requiring land either side of the local authorities boundary to make this happen.
- 7.15** Very limited land has been put forward to the Council in this location as part of the call for sites process that would warrant exploring this option further as a strategic development option.

Extend existing smaller villages

- 7.16** Whilst this option is likely to be included as part of the overall development strategy for the emerging Local Plan, the level of development expected to take place around existing villages in the Borough will be smaller scale, appropriate to the character, role and function of each settlement and not strategic in nature.

A new settlement in the north east of the Borough

- 7.17** This option was identified as a potential location for strategic development in the Issues and Scoping Paper. However no suitable sites have been submitted through the Call for Sites process that would enable this option to be considered a viable alternative or through a desk top survey of potential locations.

Assessment of Strategic Development Options

- 7.18** The assessment of these strategic development options has involved using the Sustainability Appraisal's sixteen objectives to identify the key high level pros and cons associated with each option. This provides a picture of the potential overall social, economic and environmental effects of each strategy. The pros and cons were then used to identify the main benefits, risks, disadvantages, and potential mitigation measures associated with each option.
- 7.19** Finally, in order to facilitate a comparative assessment, each option was scored against a set of simplified criteria drawn from the SA objectives. The criteria were developed in order to pick out the key elements within the SA objectives that are most relevant to a strategic assessment. For each criterion the strategies were either scored generally positive, generally negative or considered likely to have a generally neutral effect. Where there was considerable uncertainty about the potential nature of some effects, an uncertain score was included.
- 7.20** **APPENDIX E** contains the assessment of each strategic development option along with a summary of the results to allow comparison.

ASSESSMENT OF DEVELOPMENT SITE OPTIONS 8

8 ASSESSMENT OF DEVELOPMENT SITE OPTIONS

- 8.1** A site assessment rationale has been developed, based on the Sustainability Objectives and decision making criteria, to provide a standard methodology that can be applied consistently across all sites assessed by the SA. In concluding on what overall score to give under each sustainability objective some flexibility was allowed to account for specific site circumstances. Commentary is given to provide some context for the scores given under each Sustainability Appraisal Objective. Finally a brief summary of the key positive and negative predicted effects of each site are given along with an indication of the likely mitigation requirements necessary to reduce or negate any negative effects, and to help integrate the site into its surroundings.
- 8.2** Development of the rationale has included engagement with Council departments covering biodiversity, the historic environment, green infrastructure, economic development and highways. It has also involved engagement with Natural England, Historic England and the Environment Agency. A copy of the rationale used to assess potential development sites is included at **APPENDIX F** of this document.
- 8.3** Each site assessment is accompanied by the following information:
- Site reference number and name;
 - Site area;
 - Existing and proposed land use;
 - Extent of site covered by a selection of development constraints; and
 - Accessibility to key facilities and services.
- 8.4** Site assessments have been undertaken for all sites identified in the Housing and Employment Land Availability Assessment as suitable for development. Sites with an extant planning permission have not been assessed as the principle of development has already been established through the planning application process.
- 8.5** A number of additional potential site options were submitted to the Council as part of the consultation on the Draft Local Plan during the summer of 2018. These new sites have been assessed through the HELAA process and subsequently considered in this Sustainability Appraisal where they have been considered to be suitable, available and achievable.
- 8.6** A site assessment has also been undertaken for a large site submitted through the call for sites process to the West of the A1(M), proposed for the development of a new settlement (Site Reference 102: Land around Walworth, West of A1). This site was assessed to enable the Council to further consider the merits of Strategic Development Option 7: Create a new settlement to the West of the A1(M).
- 8.7** For ease of reference the site assessments were split into the geographical groupings of sites set out in Table 8.1 below.

Table 8.1 List of Site Assessments

Site Reference	Site Name
NORTH WEST DARLINGTON SITE ASSESSMENTS	
1	Alderman Leach
3	Land South of Burtree Lane⁽⁸⁾
8	Berrymead Farm

8 Existing employment area assessed as part of the HELAA (in whole or part of). SA site assessments are based on the assumption that remaining vacant/underused land is developed for the land use specified in each individual site assessment table.

8 ASSESSMENT OF DEVELOPMENT SITE OPTIONS

Site Reference	Site Name
22	Land off Faverdale West (Housing) ⁽⁸⁾
22	Land off Faverdale West (Employment) ⁽⁸⁾
26	Former Corus Site, Whessoe Road ⁽⁸⁾
44	North of Black Path, Faverdale ⁽⁸⁾
49	Berrymead Farm, Phase 2
92	Percy Road/Longfield Road
109	East of Whessoe House, Burtree Lane
185	Greater Faverdale Masterplan Area
252	Land at High Beaumont Farm
342	Faverdale East ⁽⁸⁾
343	Faverdale Industrial Estate ⁽⁸⁾
345	Drinkfield Industrial Estate ⁽⁸⁾
390	West Park Garden Village - North (Housing)
390	West Park Garden Village - North (Employment)
409	Drinkfield Industrial Estate ⁽⁸⁾
NORTH EAST DARLINGTON SITE ASSESSMENTS	
6	Land East of The White Horse, A167
21	Elm Tree Farm
30	Land at Glebe Road / Green Lane
39	East of Beaumont Hill
53	Muscar House Farm
101	Land North of Lime Avenue
251	Skerningham
293	North of Great Burdon
300	Glebe Farm, Harrowgate Hill
392	Elm Tree Farm
400	Land East of Beaumont Hill
CENTRAL DARLINGTON SITE ASSESSMENTS	
11	Cattle Mart
14	Darlington Timber Supplies ⁽⁸⁾
118	East Haven Site, Yarm Road
136	Chesnut Street Car Park

ASSESSMENT OF DEVELOPMENT SITE OPTIONS 8

Site Reference	Site Name
149	Land between Chesnut Street and Oxford Street
172	Site East off Dumfries Street
178	East of River Skerne, North of John Street
237	Eastmount Road Coal Depot
271	Commercial and Kendrew Street Car Parks
351	South West Town Centre Fringe
352	Barton St/Haughton Rd ⁽⁸⁾
366	Meynell Road (East) ⁽⁸⁾
368	Central Park South
372	Fenby Avenue
411	Land at East Mount Road/Chestnut Street
412	12-18 Bondgate
SOUTH EAST DARLINGTON SITE ASSESSMENTS	
20	Great Burdon
80	East of Lingfield Point (Housing)
80	East of Lingfield Point (Employment)
218	NW of Snipe Lane
243	Snipe Lane, Hurworth Moor
244	Lingfield Point East
308	Firth Moor Open Space
349	McMullen Road (West Blacketts)
353	Haughton/Blackett Rd ⁽⁸⁾
355	Lingfield Point
356	Ingenium Parc
357	Morton Park ⁽⁸⁾
358	Yarm Road Industrial Estate ⁽⁸⁾
359	Morton Palms ⁽⁸⁾
367	Link 66
377	Car Park East of McMullen Road
399	Land north of Holdforth Grange, Hurworth Moor
401	Land west of Creebeck, Hurworth Moor

8 ASSESSMENT OF DEVELOPMENT SITE OPTIONS

Site Reference	Site Name
410	Snipe Lane, Hurworth Moor
SOUTH WEST DARLINGTON SITE ASSESSMENTS	
9	Blackwell Grange East
41	South Coniscliffe Park
100	Hall Farm, Branksome
140	Open Space, Cardinal Gardens
249	Coniscliffe Park North
403	Blackwell Grange East
HEIGHINGTON SITE ASSESSMENTS	
93	South west Heighington
95	Beech Crescent East, Heighington
360	Heighington North
365	Heighington Lane South
HURWORTH SITE ASSESSMENTS	
81	Land North of The Birches, Hurworth
83	North of Neasham Road, Hurworth
203	Land to the West and South of Holme Farm, Hurworth
355	Land West of Roundhill Road, Hurworth
396	West of Roundhill Road (North), Hurworth
MIDDLETON ST GEORGE SITE ASSESSMENTS	
90	West of St Georges Gate, MSG
99	Maxgate Farm, MSG
361	Teesside International Airport North ⁽⁸⁾
362	Teesside International Airport South
374	Land South of Thorntree Farm, MSG
375	Land South of High Stell, MSG
404	Teesside International Airport North ⁽⁸⁾
SMALLER RURAL SETTLEMENTS	
117	Sadberge Old School Site
312	North of Stockton Road, Sadberge
76	Town End Farm, Brafferton
102	Land around Walworth, West of A1

ASSESSMENT OF DEVELOPMENT SITE OPTIONS 8

Site Reference	Site Name
155	80 Merrybent
339	Humbleton Farm
393	Humbleton Farm - Cattle Mart Relocation

8.8 The assessment of each of these sites, along with plans showing their location, can be found at **APPENDIX G**.

8.9 It is not the purpose of the SA to make recommendations on which potential development sites should be allocated in the emerging Local Plan. The sites assessments included in the SA provide an indication of the relative sustainability of each site when considered against social, environmental and economic objectives. In developing the Local Plan it may not always be possible or appropriate to allocate land of lesser environmental and/or historic value, and that in some cases a balance will need to be struck between the meeting the social and economic needs of the Borough's population and the effect on the local environment. Policy guidelines for how proposed site allocations should be developed, the masterplanning of strategic sites, and the identification of appropriate mitigation measures will be important to guide the accommodation of future growth, ensure that new development is fully supported by necessary infrastructure and services, and to protect the natural and built environment.

9 NEXT STEPS AND MONITORING

9 NEXT STEPS AND MONITORING

- 9.1** Following the completion of the consultation on the Proposed Submission Local Plan the Council will review the need to update the contents of the Sustainability Appraisal in the light of responses and make the Planning Inspector appointed for the examination in public aware of the amendments made to the submission version of the Sustainability Appraisal.
- 9.2** The Council will monitor the social, economic and environmental impact of the Local Plan using the monitoring framework set out in the Proposed Submission Local Plan. The Council will also periodically review the Sustainability Appraisal baseline to consider how the issues raised in Table 3.3 of this report have changed.

APPENDIX A: REVIEW OF PLANS, POLICIES AND PROGRAMMES

APPENDIX A: REVIEW OF PLANS, POLICIES AND PROGRAMMES

INTERNATIONAL

Plan, policy or programme	Objectives or requirements of the plan or programme	Relevant targets, indicators or delivery mechanisms	Local Plan response/implications
Johannesburg Declaration on Sustainable Development (United Nations Department of Economic and Social Affairs [UNDESA], 2002)	Commits the UK (and other signatories) to promoting sustainable development.	Commitments include taking sustainable development considerations into account in: national and local development planning, infrastructure investment decisions, business development, and public procurement.	The Local Plan needs to set out an overarching strategy for achieving sustainable development across the Borough.
Kyoto Protocol to the UN Convention on Climate Change (United Nations Framework Convention on Climate Change [UNFCCC], 1992) Endorsed and continued by the Copenhagen Accord (2009)	The protocol aims to curb the growth in emissions of 6 gases connected to climate change. The intention is to achieve stabilisation of atmospheric concentrations of these gases at levels that will prevent dangerous interference with the climate system.	Industrialised countries committed to cut their combined emissions by 5% below 1990 levels by 2008-2012. Each country has agreed its own specific targets. EU countries, including the UK, are committed to cut by 8%. The UK stated its own goal to cut by 12.5%. [The UK Climate Change Act 2008 sets a framework to deliver an 80% cut by 2050]	The Local Plan must set out a strategy that will help contribute to a reduction of greenhouse gas emissions.
COP21 Paris agreement on Climate Change (2015)	The Paris Agreement's central aim is to strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius. Additionally, the agreement aims to increase the ability of countries to deal with the impacts of climate change, and at making finance flows consistent with a low GHG emissions and climate-resilient pathway.	Under Article 2: to hold "the increase in global average temperature to well below 2 degrees C above pre-industrial levels and to pursue efforts to limit the temperature increase to 1.5 degrees C above pre-industrial levels" and to increase "the ability to adapt to the adverse impacts of climate change and foster climate resilience and low greenhouse gas emissions in a manner that does not threaten food production". Under Article 5: "Parties should take action to conserve and enhance as appropriate, sinks and reservoirs of greenhouse gases...including forests".	The Local Plan must set out a strategy that will help contribute to a reduction of greenhouse gas emissions and assist in making the Borough adaptable to climate change.
Universal Declaration of Human Rights (United Nations [UN], 1948)	The foremost international agreement on human rights. Details the basic civil and political rights of individuals and nations. Individuals have the right: <ul style="list-style-type: none"> To legal recourse when their rights have been violated Of privacy and protection of privacy by law To freedom of opinion and expression, freedom of assembly and association 	N/A	Ensure that the preparation of the Local Plan and its ultimate content and policies do not violate or compromise any of these basic rights.

APPENDIX A: REVIEW OF PLANS, POLICIES AND PROGRAMMES

Plan, policy or programme	Objectives or requirements of the plan or programme	Relevant targets, indicators or delivery mechanisms	Local Plan response/implications
UN Sustainable Development Goals (Transforming our World: the 2030 Agenda for Sustainable Development)	<p>Sets 17 sustainable development goals and 169 targets to stimulate action up to 2030. All are relevant, but of key relevance are:</p> <ul style="list-style-type: none"> Goal 3: Ensure healthy lives and promote well-being for all at all ages; Goal 13: Take urgent action to combat climate change and its impacts; Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable; Goal 8: Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all; 	Achievement of the Sustainable Development Goals	The Local Plan should set out strategy that reflects and aims to achieve the Sustainable Development Goals
Convention on the Protection of the World's Cultural and Natural Heritage (United Nations Educational Scientific and Cultural Organisation [UNESCO], 1972)	<p>Countries are required to:</p> <ul style="list-style-type: none"> Ensure that measures are taken for the protection, conservation and presentation of cultural and natural heritage. Adopt a general policy that gives cultural and natural heritage a function in the life of the community Integrate the protection of heritage into comprehensive planning programmes. 	Designation of UNESCO World Heritage Sites.	The Local Plan should include strategies/policies that address heritage and archaeological issues generally.
The Convention on Wetlands of International Importance especially as Waterfowl Habitat (The Ramsar Convention) (1971)	<ul style="list-style-type: none"> Stem the progressive encroachment on, and loss of, wetlands now and in the future. Consider the fundamental ecological functions of wetlands- regulators of water regimes, habitats supporting characteristic flora and fauna. Recognise that wetlands are a resource of great economic, cultural, scientific and recreational value. Include wetland conservation considerations in planning. 	The designation of suitable wetlands as Wetlands of International Importance (known as Ramsar sites).	Currently there are no Ramsar sites in Darlington borough. The impact of strategies and policies on sites beyond the borough, such as the Teesmouth & Cleaveland coast, will need to be identified, assessed and appropriately mitigated.
The Council of Europe Convention on the Conservation of European Wildlife and Natural Habitats (The Bern Convention) (1979)	<ul style="list-style-type: none"> Promote conservation of wild flora and fauna, and their natural habitats Integrate conservation into national planning policies Monitor and control endangered and vulnerable species 	N/A	<p>The Local Plan should:</p> <ul style="list-style-type: none"> Ensure strategies and policies do not negatively impact designated wildlife sites and habitats, and instead seek to enhance their condition. Consider the impact of policies and proposals on wildlife and habitats more

APPENDIX A: REVIEW OF PLANS, POLICIES AND PROGRAMMES

Plan, policy or programme	Objectives or requirements of the plan or programme	Relevant targets, indicators or delivery mechanisms	Local Plan response/implications
The Council of Europe European Landscape Convention (The Florence Convention) (2000)	Requires 'landscape to be integrated into regional and planning policies and in cultural, environmental, agricultural, social and economic policies as well as any other policies with possible direct or indirect impacts on landscape'.	Aims to encourage a move towards multifunctional landscapes that provide a variety of benefits while protecting and managing those aspects of the landscape valued by society, and managing change positively in the planning and creation of new landscapes.	generally and seek ways to enhance ecosystems and biodiversity. The Local Plan should: <ul style="list-style-type: none"> Ensure that the landscape dimension is fully understood and integrated into all social, economic and environmental policies. That the evidence base, including SAVSEA, is informed by the requirements.
The Council of Europe Convention for the Protection of the Archaeological Heritage of Europe (The Valletta (Malta) Convention) (revised) (1992)	<ul style="list-style-type: none"> To protect archaeological heritage, including for historical and scientific study. Ensure that archaeologists participate in the development of planning policies to achieve well-balanced strategies for the protection, conservation and enhancement of sites of archaeological interest. 	N/A	Ensure that archaeologists within Durham County Council participate in the development of relevant planning strategies and policies, and the identification of development sites.
The Council of Europe Convention for the Protection of the Architectural Heritage of Europe (The Granada Convention) (1985)	<ul style="list-style-type: none"> Countries are required to: Develop public awareness and interest in the importance of architectural heritage as an element of cultural identity and as a source of inspiration for the present and the future. Demonstrate unity of cultural heritage and architecture and the links at regional, national and European level. 	<ul style="list-style-type: none"> Promote policies for disseminating information and increasing awareness at a European level. Promote training and techniques in the conservation of architectural heritage. Exchange of information and techniques to manage and promote heritage. Committee of experts to monitor progress. 	The Local Plan should include: <ul style="list-style-type: none"> Strategies/policies that address heritage, archaeology, quality of the built environment and local distinctiveness issues generally.
EU Directive 2008/50/EC on ambient air quality and cleaner air for Europe (EU Air Quality Directive)	<ul style="list-style-type: none"> Merges the Air Quality Directive and daughter Directives into a single Directive on Air Quality. In the UK implemented through the Air Quality Standards Regulations (2010). Defines a policy framework for a number of air pollutants known to have harmful effects on human health and the environment. Sets maximum levels for certain toxic heavy metals and polycyclic aromatic hydrocarbon concentrations. Sets target dates for reducing very fine particulates (PM2.5); continues with previous standards & targets for fine particulates (PM10). 	<ul style="list-style-type: none"> Limit values and alert thresholds for a number of air pollutants, including nitrogen dioxide. Requires monitoring/reporting of air quality and the production of Action Plans where limits are exceeded. Reduce exposure to PM2.5 to below 20µg/m³ in urban areas by 2015. In all areas to respect the PM2.5 limit value of 25µg/m³. 	<ul style="list-style-type: none"> Consider the potential impacts of growth strategies and policies on air quality and seek to deliver improvements. Ensure strategies and policies reduce impact on air quality generally.

APPENDIX A: REVIEW OF PLANS, POLICIES AND PROGRAMMES

Plan, policy or programme	Objectives or requirements of the plan or programme	Relevant targets, indicators or delivery mechanisms	Local Plan response/implications
EU Directive 2009/147/EC on the conservation of wild birds (EU Birds Directive)	Replaces the former Directive (79/409/EEC) on the conservation of wild birds. Member States have a duty to sustain naturally occurring wild bird populations at ecologically and scientifically sound levels. Protection applies to birds and their eggs, nests and habitats/biotopes.	<ul style="list-style-type: none"> Take special measures to protect species listed in Annex 1 of the directive, including classifying areas most suitable for these species as Special Protection Areas (SPAs). SPA designation requires measures to promote conservation of the species and their habitat. 	<ul style="list-style-type: none"> There are no SPAs within the borough. However there are SPAs in adjoining authority areas (North Pennine Moors, Teesmouth & Cleveland Coast and North York Moors SPAs). The effect of plan sites and policies on these areas must be appropriately considered.
EU Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (EU Habitats Directive) (As amended by 97/62/EC)	<ul style="list-style-type: none"> Maintain biodiversity by conserving natural habitats and wild fauna and flora. Encourage the management of landscape features that are essential for the migration, dispersal and genetic exchange of wild species. Establish systems of strict protection for animal and plant species which are particularly threatened and study the desirability of reintroducing these species; Prohibit the use of non-selective methods of taking, capturing or killing certain animal and plant species. 	<ul style="list-style-type: none"> Requires the designation of Special Areas of Conservation (SACs), selected for their importance as natural habitat types and as habitats for species listed in annexes to the Directive. Requires measures to be taken to avoid deterioration of natural habitats as well as disturbance of the species for which the area has been designated. 	<p>There are no SACs within the borough. However there are SACs in adjoining authority areas (including the North Pennine Moors and North York Moors SACs). The effect of plan policies on these areas must be appropriately considered.</p>
EU Framework Directive 2008/98/EC on waste	<p>Builds upon previous waste framework directives 75/442/EEC and 91/156/EEC.</p> <ul style="list-style-type: none"> Limit waste production. Promote prevention, recycling & conversion of waste with a view to re-use. Requires waste to be managed without endangering human health, harming the environment, and without nuisance that would adversely affect the countryside or places of special interest. 	<p>By 2020, 50% of certain waste materials from households and other origins similar to households for re-use and recycling, and 70% preparing for re-use, recycling and other recovery of construction and demolition waste.</p>	<p>Within the scope available to this plan, consideration should be given to:</p> <ul style="list-style-type: none"> Encourage waste efficient development, including the use of secondary and recycled aggregates. Encourage recycling facilities in new developments
EU Framework Directive 2000/60/EC on water	<p>From 21st December 2013 the Water Framework Directive repeals the Groundwater Directive (80/68/EEC).</p> <ul style="list-style-type: none"> To prevent further deterioration and protect and enhance the status of aquatic ecosystems and associated wetlands To promote the sustainable consumption of water; to reduce pollution of waters from priority substances To prevent the deterioration in the status and to progressively reduce pollution of groundwater To contribute to mitigating the effects of floods and droughts 	<ul style="list-style-type: none"> Achieve good ecological and good chemical status for inland waters by 2015 Reduction and ultimate elimination of priority hazardous substances Requires that strategic management plans are produced for each River Basin District (RBD) across the Union's territory 	<p>In developing the plan, consideration should be given to the impact of proposals on water. This should include:</p> <ul style="list-style-type: none"> Surface and groundwater quality Aquatic ecosystems The sustainable use of water Avoiding the hazards of flooding The availability of water resources The capacity of sewerage

APPENDIX A: REVIEW OF PLANS, POLICIES AND PROGRAMMES

Plan, policy or programme	Objectives or requirements of the plan or programme	Relevant targets, indicators or delivery mechanisms	Local Plan response/implications
EU Directive 2009/28/EC on the promotion of the use of energy from renewable sources	<ul style="list-style-type: none"> Establishes an overall policy for the production and promotion of energy from renewable sources in order to limit greenhouse gas emissions and to promote cleaner transport. Encourages energy efficiency, energy consumption from renewable sources and the improvement of energy supply. 	<ul style="list-style-type: none"> Requires the EU to meet at least 20% of its total energy needs from renewable sources such as biomass, hydro, wind and solar by 2020. Each member state has a separate target, the UK is required to meet 15%. Member states to ensure that 10% of transport fuels come from renewable sources. 	The Local Plan will need to have regard to the national requirement to increase the proportion of energy from renewable sources and set a policy framework that supports this whilst reflecting local constraints.
EU Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment	The environmental consequences of plans, programmes and/or policies must be identified and assessed as part of their preparation.	Strategic Environmental Assessments (SEAs)	The emerging Local Plan will be the subject of an SEA, which will form part of the sustainability appraisal.
EU Directive 2002/91/EC on the Energy Performance of Buildings	<p>Promotes improvements in the energy performance of buildings, taking account of:</p> <ul style="list-style-type: none"> Local conditions The requirements of the building Cost effectiveness 	In the UK the directive is being implemented through updated Building Regulations (for residential property) and BREEM (for non-residential property).	The energy performance of buildings is managed and assessed through the Building Regulations consent regime.
EU Seventh Environmental Action Programme: Living Well, Within the Limits of Our Planet (2013)	<p>Environment Action Programmes (EAPs) have guided EU environment policy since the early 1970s. This EAP covers the period to 2020. Provides a strategy to guide future action by EU institutions and member states. There are nine priority objectives:</p> <ul style="list-style-type: none"> Protect, conserve and enhance natural capital. Create a resource efficient, green, and competitive low-carbon economy. Safeguard the people from environment related pressures and risks to health and wellbeing. Improve implementation of environmental legislation. Increase environmental knowledge and widen the evidence base for policy. Investment in environment and climate policy and account for the environmental costs of activities. 	<p>The programme also identifies mechanisms/actions to help achieve each objective. Those most relevant to planning are:</p> <ol style="list-style-type: none"> Natural capital: <ul style="list-style-type: none"> The Water Framework, Air Quality, Habitats, and Birds Directives The 2020 Biodiversity Strategy, The Blueprint to Safeguard Europe's Water Resources Soil protection, Sustainable use of land and forests Resource efficient, low carbon economy: <ul style="list-style-type: none"> Deliver the climate and energy package Turning waste into a resource More efficient use of water Human health and wellbeing: 	<ul style="list-style-type: none"> Where relevant, the priority objectives should be used to inform the Local Plan strategic objectives. Planning strategies and policies need to help deliver on the relevant objectives and mechanisms, for example: <ul style="list-style-type: none"> Ensuring protection required by legislation. Maximising biodiversity and other ecosystems services Promoting sustainable agriculture and forestry. Promoting a move to a low carbon economy Minimising resource use (including water) and supporting 'waste as a resource' initiatives Creating sustainable urban environments including reducing the impact of transport on the built environment and human health

APPENDIX A: REVIEW OF PLANS, POLICIES AND PROGRAMMES

Plan, policy or programme	Objectives or requirements of the plan or programme	Relevant targets, indicators or delivery mechanisms	Local Plan response/implications
	<p>Better integrate environmental concerns into other policy areas and ensure coherence.</p> <p>Make cities more sustainable.</p> <p>Address international environmental/climate change challenges more effectively.</p>	<ul style="list-style-type: none"> • Air and water pollution, excessive noise, and toxic chemicals. <p>4. Implementation:</p> <ul style="list-style-type: none"> • Help people secure improvements in their own environment. <p>5. Integration:</p> <ul style="list-style-type: none"> • Policy areas to include: regional policy, agriculture, energy and transport. <p>6. Sustainable cities</p> <ul style="list-style-type: none"> • Implement policies for sustainable urban planning and design. 	<ul style="list-style-type: none"> • Ensure environmental concerns are fully integrated within the Local Plan • Facilitating effective community engagement and Neighbourhood planning.
European Spatial Development Perspective (Potsdam 1999)	<p>To work towards a balanced and sustainable development of the EU and to achieve:</p> <ul style="list-style-type: none"> • Economic and social cohesion • Conservation and management of natural resources and cultural heritage. • More balanced competitiveness of the European territory. 	N/A	The Local Plan should identify and work towards achieving a more sustainable spatial vision.
European Sustainable Development Strategy 2001 (Renewed 2006, reviewed 2009)	<p>Achieving sustainable development requires economic growth that supports social progress and respects the environment. Strategic objectives/priorities:</p> <ul style="list-style-type: none"> • Limiting climate change and increasing the use of clean energy • Addressing threats to public health • Combating poverty and social exclusion • Dealing with the economic and social implications of an ageing population • Managing natural resources more responsibly • Improving the transport system and land use management 	N/A	The Local Plan needs to consider all aspects of sustainable development, i.e. the economic, environmental, and social aspects of sustainability.
Our Life Insurance, Our Nature Capital: An EU Biodiversity Strategy (2011)	Replaces an earlier strategy from 1998. Sets out the commitments made at the 10th United Nations Convention on Biological Diversity (CBD) held in Nagoya, Japan in 2010. The UNCBD led to five internationally agreed strategic goals:	The strategy identifies five target areas that will help to deliver, in part, on some of the goals:	Seek opportunities for local planning strategies and policies to help achieve the strategic goals and target areas. For example:

APPENDIX A: REVIEW OF PLANS, POLICIES AND PROGRAMMES

Plan, policy or programme	Objectives or requirements of the plan or programme	Relevant targets, indicators or delivery mechanisms	Local Plan response/implications
	<ol style="list-style-type: none"> 1. Address underlying causes of biodiversity loss 2. Reduce direct pressures and promote sustainable use 3. Safeguard ecosystems, species and genetic diversity 4. Enhance the benefits of ecosystems services to all 5. Enhance implementation through participatory planning <p>Building on this, the EU strategy outlines the vision that:</p> <p>By 2050 European Union biodiversity and ecosystems services are protected, valued and appropriately restored:</p> <ul style="list-style-type: none"> • For their intrinsic value • For their essential contribution to human wellbeing and economic prosperity • So that catastrophic changes caused by the loss of biodiversity are avoided 	<ul style="list-style-type: none"> • Full implementation of EU legislation to protect biodiversity. • Better protection for ecosystems and more use of Green Infrastructure (GI). • Sustainable agriculture and forestry, and better management of fish stocks. • Tighter controls on invasive alien species. • A larger EU contribution to preventing global biodiversity loss. <p>The strategy also outlines 20 specific actions to help achieve the targets.</p>	<ul style="list-style-type: none"> • Policies to maximise GI coverage and the range and quality of the ecosystems services that the GI provides. • Policies to support agricultural and forestry practices, which are more sustainable.
European Union (EU) Covenant of Mayors for Climate & Energy	<p>Signatories to the Covenant of Mayors for Climate & Energy commit to:</p> <ul style="list-style-type: none"> • Reducing CO2 (and possibly other greenhouse gas) emissions on the territory of our municipalities by at least 40% by 2030, namely through improved energy efficiency and the greater use of renewable energy sources; • Increasing our resilience by adapting to the impacts of climate change; • Sharing our vision, results, experience and know-how with fellow local and regional authorities within the EU and beyond through direct cooperation and peer-to-peer exchange, namely in the context of the Global Covenant of Mayors. <p>Darlington Borough Council signed up to the covenant in February 2009.</p>	<p>Signatories commit to:</p> <ul style="list-style-type: none"> • prepare a baseline emissions inventory; • develop a Sustainable Energy and Climate Action Plan (SECAP) within two years, and mainstreaming mitigation and adaption considerations into relevant policies, strategies and plans; • report progress every second year following submission of the SECAP. <p>Darlington Borough Council's action plan (submitted in 2010) includes the target of 20% reduction on carbon emissions by 2020.</p>	<p>In order to help achieve these targets the Local Plan will need to identify the most sustainable locations for development, ensure that the design and location of new development will minimise carbon emissions arising out of the development itself and from the ongoing use/occupation of the development. The Local Plan should also provide a framework for encouraging, in appropriate locations, the development of commercial scale low carbon renewable energy developments.</p>

APPENDIX A: REVIEW OF PLANS, POLICIES AND PROGRAMMES

NATIONAL

Plan, policy or programme	Objectives or requirements of the plan or programme	Relevant targets, indicators or delivery mechanisms	Local Plan response/implications
Securing the Future: The UK Sustainable Development Strategy (CM6467) (HM Government, 2005)	<p>The strategy builds on the previous strategy from 1999, recognises changed governance arrangements in the UK as a result of devolution, and highlights a renewed global push for sustainable development following the World Summit in Johannesburg in 2002.</p> <p>Sets out five principles that form an overarching approach to achieving sustainable development, with a more explicit focus on environmental limits:</p> <ol style="list-style-type: none"> 1. Living within environmental limits 2. Ensuring a strong, healthy and just society 3. Achieving a sustainable economy 4. Promoting good governance 5. Using sound science responsibly 	<p>Identifies four priority areas for action:</p> <ol style="list-style-type: none"> 1. Sustainable consumption and production 2. Climate change and energy 3. Natural resources protection and environmental enhancement 4. Sustainable communities <p>Also identifies 68 indicators. Most relate to the priority areas above.</p>	<p>The Local Plan, its strategies, and policies need to help deliver sustainable development as defined by the overarching principles.</p> <p>The Local Plan needs to facilitate improvements in each of the four priority areas.</p>
The Enterprise and Regulatory Reform Act 2013	<p>The Act aims to cut the costs of doing business, boosting consumer and business confidence, and helping the private sector create jobs.</p> <p>The changes most relevant to planning are connected with heritage protection. Some of the reforms were promoted in the 2008 draft Heritage Protection Bill; others have been brought forward following the Penfold Review of Non-Planning Consents.</p> <p>Some of the changes will require supporting regulations, expected in Spring 2014.</p>	<ul style="list-style-type: none"> Conservation Area consent (previously required for demolition works) is replaced with planning permission. Heritage Partnership Agreements can be set up to outline works to listed buildings for which consent is granted. The extent of protection of a listed building can be better defined e.g. whether buildings within the curtilage are protected. National and local class consent orders are introduced where the works described will not need listed building consent. Lawful proposed works certificates are introduced. These confirm that the works described in the certificate do not need listed building consent. Certificates of immunity from listing can be applied for at any time. 	<p>Consider, in consultation with Conservation Officers, whether the changes require a different approach to developing policy related to heritage assets.</p>
The Plan for Growth (BIS, 2011)	<p>The overall objective is to achieve strong, sustainable and balanced growth that is more evenly shared across the country and between industries.</p> <p>Identifies four ambitions:</p>	<p>The 'best place to start, finance and grow business' ambition includes the benchmark to:</p> <ul style="list-style-type: none"> Increase the proportion of planning applications approved and dealt with on time 	<p>The plan should provide support for the growth of the borough's economy:</p> <ul style="list-style-type: none"> The presumption requires positive policies that clearly define and promote sustainable development. Inclusion of the NPPF model policy (or similar) relating to the presumption.

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Plan, policy or programme	Objectives or requirements of the plan or programme	Relevant targets, indicators or delivery mechanisms	Local Plan response/implications
	<ul style="list-style-type: none"> • To create the most competitive tax system in the G20; • To make the UK one of the best places in Europe to start, finance and grow a business; • To encourage investment and exports as a route to a more balanced economy; and • To create a more educated workforce that is the most flexible in Europe <p>Each ambition is supported by a number of measurable benchmarks.</p>	<p>To achieve this radical changes to planning include:</p> <ul style="list-style-type: none"> • Presumption in favour of sustainable development • Identifying more land for development • Public sector land auctions • Possible liberalisation of the Use Classes Order • All applications and appeals to be dealt within 12 months <p>The 'encourage investments' ambition includes:</p> <ul style="list-style-type: none"> • Proposals for Enterprise Zones (less planning controls) • Construction: Potentially not introducing zero carbon homes from 2016 • Planning rules to support superfast broadband rollout <p>The 'educated/flexible' workforce ambition includes:</p> <ul style="list-style-type: none"> • Promote labour mobility by boosting the supply housing. 	<ul style="list-style-type: none"> • Identification of sufficient land and positive policies to help ensure that planned development is delivered. • Consider potential local implications of changes to the Use Classes Order. • Consider whether appropriate to continue to require higher environmental performance from buildings than current Building Regulations, particularly in light of the need to maintain viability. • Ensure that the need for superfast broadband in all communities is recognised and the plan positively seeks to find solutions where negative impacts are identified, e.g. in relation to heritage and conservation concerns.
Laying the Foundations: A Housing Strategy for England (HM Government, 2011)	<p>Sets out a package of reforms aimed at:</p> <ol style="list-style-type: none"> 1. Increasing supply: more homes and stable growth 2. Reforming Social and Affordable housing 3. Creating a thriving private rented sector 4. Bringing empty homes back into use more quickly 5. Improve environmental standards and design quality 	<p>Each objective is accompanied by a range of actions, including the following:</p> <p>'Get Britain Building' scheme; Growing places fund; Free up public sector land; Community Right to Build; New Homes Bonus; Review housing, planning and construction regulations</p> <p>Social housing regulation, Transfer of local authority housing stock to Registered Providers; Reinvigorated Right to Buy; Tackling anti-social behaviour.</p> <p>Real Estate Investment Trust changes; Build to Rent pilots; Review of barriers to investment in private rented sector</p>	<p>1. Increasing supply:</p> <ul style="list-style-type: none"> • Positively seek to deliver full objectively assessed need for housing including affordable housing- maximising new homes bonus. • Suitable strategic policies to enable successful Neighbourhood Planning including Community Right to Build Orders where appropriate. <p>2. Social housing:</p> <ul style="list-style-type: none"> • Consider implications for affordable housing supply of a reinvigorated 'Right to Buy' scheme.

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		<p>Extra Government funding; Council Tax changes for empty and second homes; Empty Dwelling Management Orders; Criminalising squatting</p> <p>Changes to Building Regulations Part L (conservation of fuel/power); Community-led design; Zero Carbon Homes; Green Deal</p> <p>Fixing the foundations: creating a more prosperous nation (HM Treasury, 2015) withdraws the requirement for Zero Carbon Homes.</p>	<p>3. Empty homes:</p> <ul style="list-style-type: none"> Investigate the contribution that bringing empty homes back into use could make to the supply of homes. <p>4. Environmental standards and design:</p> <ul style="list-style-type: none"> Consider including policies requiring higher design standards whilst recognising the need to reduce carbon emissions.
The Carbon Plan: Delivering our Low Carbon Future (DECC, 2011)	<p>The Climate Change Act 2008 sets a binding target to reduce the UK's greenhouse gas emissions by at least 80% by 2050. The Act has a system of carbon budgets that set out required reductions for successive five year periods. This document supersedes the Low Carbon Transition Plan (2009) and sets out an updated strategy for meeting the first four carbon budgets (to 2027).</p> <p>Part 1 sets out the overall approach to address climate change and energy security. It sets out principles to underpin the transition and presents a vision for 2050 in key sectors.</p> <p>Part 2 outlines the strategy for achieving the carbon budgets- sets out sectoral plans for buildings, transport, industry, electricity generation, agriculture forestry and land management, waste and resource efficiency.</p> <p>Part 3 presents different ways of meeting the 4th carbon budget (2023-2047)</p>	<p>The following carbon budgets have been set out:</p> <ol style="list-style-type: none"> 2008-2012: 23% reduction below 1990 levels 2013-2017: 29% reduction below 1990 levels 2018-2022: 35% reduction below 1990 levels 2023-2027: 50% reduction below 1990 levels 	<p>A policy framework that supports the transition to a low carbon future whilst mitigating negative impacts. For example:</p> <ul style="list-style-type: none"> More efficient buildings, low carbon heating Low carbon transport including walking, cycling, public transport, ultra-low emission vehicles Renewable energy generation
The UK Post 2010 Biodiversity Framework (Joint Nature Conservation Committee (JNCC), 2012)	<p>Covers 2011-2020 and forms the joint response of the UK Governments to the strategic plan of the United Nations Convention on Biological Diversity (CBD) held in Nagoya, Japan in 2010. Produced by the JNCC on behalf of DEFRA and equivalent bodies in Scotland, Wales, and Northern Ireland.</p> <p>The framework re-states the 5 strategic goals agreed internationally at the CBD in 2010:</p> <ul style="list-style-type: none"> Goal A: Address the underlying causes of biodiversity loss by mainstreaming biodiversity across government and society 	<p>Also identifies a number of key activities (with a UK wide dimension) for each goal. These include:</p> <p>Goal A e.g.:</p> <ul style="list-style-type: none"> Identify, measure and integrate biodiversity values in accounting systems <p>Goal B e.g.:</p> <ul style="list-style-type: none"> Improve targeting of EU direct payments for agriculture and forestry 	<p>Seek opportunities for local planning strategies and policies to help achieve the strategic goals and target areas. For example:</p> <ul style="list-style-type: none"> Policies to maximise GI coverage and the range and quality of the ecosystems services that the GI provides Policies to support agricultural and forestry practices, which are more sustainable. Policies to protect international, national and locally designated nature sites and assets.

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	<ul style="list-style-type: none"> Goal B: Reduce the direct pressures on biodiversity and promote sustainable use Goal C: To improve the status of biodiversity by safeguarding ecosystems, species and genetic diversity Goal D: Enhance the benefits to all from biodiversity and ecosystems Goal E: Enhance implementation through participatory planning, knowledge management and capacity building <p>The Framework identifies the extent of support in the EU Biodiversity Strategy (2011) for each of the goals:</p> <ul style="list-style-type: none"> Goal A: strongly supported by EU Biodiversity Strategy Goal B: habitat loss, invasive species and fisheries strongly supported by EU Biodiversity Strategy Goal C: large role for EU Biodiversity Strategy and Natura 2000 Goal D: strongly supported by EU Biodiversity Strategy Goal E: less relevant to the EU Biodiversity Strategy 	<ul style="list-style-type: none"> Better understanding of the impacts of pollution Addressing invasive alien species Evidence base to assess vulnerability to climate change <p>Goal C e.g.:</p> <ul style="list-style-type: none"> Consider review of UK policies to maintain diversity Better identification of threatened species Maintain SSSI and ASSI guidelines and practice for reviewing species and habitat condition <p>Goal D e.g.:</p> <ul style="list-style-type: none"> Further development of the 'ecosystem approach' Share best practice of innovative approaches to planning and resources to help shape EU policy on climate change adaptation and Green Infrastructure <p>Goal E</p> <ul style="list-style-type: none"> Activities mainly relate to actions on the international stage 	
Biodiversity 2020: A strategy for England's wildlife and ecosystem services (DEFRA, 2011)	<p>Sets out how EU and other international commitments will be implemented in England. Continues to be the focus for delivering biodiversity commitments in England post publication of the UK Post 2010 Biodiversity Framework.</p> <ul style="list-style-type: none"> To halt overall biodiversity loss. Support healthy well-functioning ecosystems. Establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people. 	N/A	Ensure that development does not have a detrimental impact on biodiversity, and instead looks to protect and expand well-functioning ecosystems and deliver improved biodiversity.
The Conservation of Habitats and Species Regulations (2010) and amendments (2012)	<p>The 2010 regulations replace The Conservation Regulations 1994 and consolidate their various amendments, in respect of England and Wales. They more clearly transpose the EU Habitats Directive into national law and incorporate the requirements of the EU Wild Birds Directive.</p>	N/A	<ul style="list-style-type: none"> Any strategy, policy, or site that will impact a designated or protected sites needs to be undergo a Habitats Regulations Assessment. Strategies, policies or sites that are likely to have a significant impact on a Special

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	<ul style="list-style-type: none"> The regulations aim to help protect biodiversity through the conservation of natural habitats and of wild fauna and flora. 		<p>Area of Conservation or Special Protection Area should undergo an 'Appropriate Assessment' of its implications.</p>
The Air Quality Standards Regulations (2010)	<ul style="list-style-type: none"> Replaces the 2007 regulations and implements the 2008 EU Ambient Air Quality Directive (2008/50/EC), as well as previous extant Directives, such as 2004/107/EC. The 2008 Directive sets legally binding limits and alert thresholds for the concentration of major air pollutants that impact public health and the environment, such as fine particulate matter (PM_{10} and $PM_{2.5}$) and nitrogen dioxide (NO_2) in outdoor air. The 2004 directive sets maximum levels for certain toxic heavy metals and polycyclic aromatic hydrocarbon concentrations in outdoor air. 	<ul style="list-style-type: none"> Limit values and alert thresholds for a number of air pollutants, including nitrogen dioxide. Reduce exposure to $PM_{2.5}$ to below $20\mu g/m^3$ in urban areas by 2015. In all areas to respect the $PM_{2.5}$ limit value of $25\mu g/m^3$. Requires monitoring/reporting of air quality and the production of Action Plans where limits are exceeded. 	<ul style="list-style-type: none"> Consider the potential impacts of growth strategies and policies on air quality. Ensure strategies and policies do not reduce air quality generally.
Safeguarding our soils: A strategy for England (DEFRA, 2009)	<p>The strategy highlights the importance of soils as a resource, and provides a framework for policy making to ensure the sustainable management of soils.</p> <p>By 2030:</p> <ul style="list-style-type: none"> The quality of soils will be improved. The ability of soils to provide essential services for future generations will be safeguarded. 	<ul style="list-style-type: none"> Agricultural soils will be better managed and threats to them will be addressed Soils will play a greater role in the fight against climate change and in helping us to manage its impacts Soils in urban areas will be valued during development, and construction practices will ensure vital soil functions can be maintained Pollution of our soils is prevented, and our historic legacy of contaminated land is being dealt with 	<ul style="list-style-type: none"> The plan needs to take account of soil quality when considering suitable development locations, including where development could remediate damaged and/or contaminated soils. Consider whether planning policies could be an appropriate tool to deliver better management of soils through all stages of construction.
Technical Information Note 049: Agricultural Land Classification- protecting the best and most versatile agricultural land: 2nd edition (Natural England, 2012)	<ul style="list-style-type: none"> The classification gives a high grading to land that allows more flexibility in the range of crops that can be grown and which require lower inputs. The note sets out guidance on the protection of 'best and most versatile' agricultural land. Where significant development of agricultural land is unavoidable, poorer quality land should be used in preference to that of higher quality, except where this would be inconsistent with other sustainability considerations. 	N/A	<ul style="list-style-type: none"> Ensure that strategy selection and site selection methodologies prioritise the use of previously developed land over green field land, where consistent with other sustainability considerations Where development of agricultural land is being considered, ensure methodologies prioritise poorer quality land over the 'best and most versatile', where consistent with other sustainability considerations.

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<p>Planning Practice Guidance (PPG): Housing- Optional Technical Standards (Ref ID: 56-001-20150327 to 56-004-20150327) (DCLG, 2015)</p>	<p>Government defined technical standards for new housing that can be used by local planning authorities in place of a variety of standards (such as Code for Sustainable Homes, Lifetime Homes and Secured by Design) previously in use.</p> <p>Minimum technical standards for new buildings are set out in Building Regulations and are monitored/enforced through the building regulations consent regime.</p> <p>Local planning authorities (LPAs) are able to require more stringent requirements in respect of access and water through policy in a Local Plan- these would still be monitored/enforced through the building regulations consent regime.</p> <p>LPAs are also able to apply a new 'nationally described space standard' through policy in a Local Plan- to be achieved through a planning condition.</p>	<p>In order to apply one or both of the optional standards, LPAs would need to have evidence demonstrating the need for additional standards in their area, as well as evidence to show that the viability of development would not be compromised.</p>	<p>Consider whether to include policies to require new housing to meet the optional Building Regulation requirements (access, water use), and/or the nationally described space standard.</p>
<p>Technical housing standards - nationally described space standard (DCLG, 2015)</p>	<p>A government defined space standard that can be used by local planning authorities. Part of a suite of optional technical standards. The standard addresses internal space requirements for new dwellings (of all tenures).</p> <p>Sets out requirements for the:</p> <ul style="list-style-type: none"> • Gross Internal (floor) Area of new dwellings at a defined level of occupancy. • Floor areas and dimensions for key parts of the home (bedrooms, storage, floor to ceiling heights). 	<p>N/A</p>	<p>Consider whether to include a policy to require new housing to meet the nationally described space standard.</p>
<p>Future Water: The Government's Water Strategy for England (DEFRA, 2008)</p>	<p>Sets out the Government's plans for water and water supply looking ahead to 2030 by identifying long term objectives.</p> <ul style="list-style-type: none"> • Seeks the sustainable delivery of secure water supplies and an improved and protected water environment. • Set out to improve rivers, canals, lakes and seas for people and wildlife, with benefits for angling, boating and other recreational activities, and where we continue to provide excellent quality drinking water. • Valuing and protecting water as a resource. • Develop resilience to climate change, and coping with the predicted increase in population. • Reducing Greenhouse emissions from the water industry. 	<p>N/A</p>	<p>Local plan strategy and policies should:</p> <ul style="list-style-type: none"> • Contribute to achieving water efficiency and address the management of surface water in connection with new development, including through the use of Sustainable Drainage Systems (SuDS). • Consider how development can be harnessed to contribute to responding to climate change, including sustainable flood risk management. • Consider the impact of development on water bodies, and opportunities for increasing amenity and biodiversity value.

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National Planning Policy Framework (NPPF) (MHCLG, 2019)	<p>The NPPF identifies the government's requirements for the planning system and sets out national planning policies for England. It replaces the vast majority of Planning Policy Statements (PPSs) and Planning Policy Guidance notes (PPGs).</p> <p>At the heart of the NPPF is a presumption in favour of sustainable development.</p> <p>Planning for prosperity:</p> <ul style="list-style-type: none"> • Support economic development: clear economic vision, protecting employment land • Promote the vitality and viability of town centres • Support sustainable growth of rural businesses • Reliable transport infrastructure and maximise the use of sustainable transport modes • Support electronic communications e.g. high speed broadband <p>Planning for people:</p> <ul style="list-style-type: none"> • Increase the supply of housing including, affordable housing • Reflect local needs in new housing developments • Encourage good design including buildings that can meet changing needs • Inclusive communities and empowered to fully engage in planning • Promote health and wellbeing • Local Green Space <p>Planning for places</p> <ul style="list-style-type: none"> • Support cuts in greenhouse gas emissions, delivery of renewable energy • Minimise vulnerability to climate change and flooding • Protect valued landscapes • Conserve and enhance heritage assets • Prevent unacceptable risks from pollution and land instability 	N/A	Strategies and policies in the Local Plan need to accord with the requirements of the NPPF.
National Planning Policy for Waste (DCLG, 2014)	Sets out national planning policy for waste in England, and replaces PPS10 (2011). It incorporates the requirements of the revised Waste Framework Directive (2008/98/EC) and should be read alongside the Waste Management Plan for England.	Advice is mainly directed to Waste Planning Authorities however Local Planning Authorities, to the extent appropriate to their responsibilities should:	<ul style="list-style-type: none"> • Seek to drive waste management up the waste hierarchy, addressing waste as a resource, with disposal as the last option.

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	<p>The document follows the streamlining principles used in the preparation of NPPF; however, it maintains the principle of the 'plan-led' approach and continues the focus of moving waste up the waste hierarchy.</p> <p>Policy changes include:</p> <ul style="list-style-type: none"> • Full reflection of the 2008 EU Waste Framework Directive. • Changes related to the Localism Act 2011 and the abolition of regional planning. • Additional encouragement for the recovery of greater levels of energy from waste, particularly making more use of the excess heat created, as well as generating electricity. 	<p>Seek to drive waste management up the waste hierarchy, addressing waste as a resource, with disposal as the last option.</p> <p>Provide a framework in which communities take more responsibility for their waste.</p> <p>Ensure design and layout of new development supports sustainable waste management.</p> <p>Consider means to encourage the recovery of greater levels of energy from waste.</p> <p>Identify on the policies map any waste allocations adopted by the WPA.</p>	<ul style="list-style-type: none"> • Provide a framework in which communities take more responsibility for their waste. • Ensure design and layout of new development supports sustainable waste management. • Consider means to encourage the recovery of greater levels of energy from waste. • Identify on the policies map any waste allocations adopted by the WPA.
Waste Management Plan for England (DEFRA, 2013)	<p>Fulfills the mandatory requirements of article 28 of the revised Waste Framework Directive (2008/98/EC).</p> <p>Provides an analysis of the current waste management situation in England for a range of waste streams, and sets out work required to achieve a zero waste economy.</p> <p>The plan does not introduce new policies; rather it brings together current waste management policies in one national plan. These include:</p> <ul style="list-style-type: none"> • Measures relating to packaging and packaging waste. • Measures to promote high quality recycling. • Measures to encourage the separate collection of bio-waste to enable greater levels of composting and digestion. • Measures to encourage the re-use of products and preparing for re-use activities. 	<p>To ensure that by 2020:</p> <p>At least 50% of waste from households is prepared for re-use or recycled.</p> <p>At least 70% of construction and demolition waste is subjected to material recovery.</p>	<ul style="list-style-type: none"> • To enable opportunities to manage waste higher up the waste hierarchy. • To consider the requirements for increased recycling in terms of accommodating any physical requirements in new development. • To promote more sustainable construction methods to enable material recovery targets to be met.
Planning Policy for Traveller Sites (DCLG, 2015)	<p>Updated the previous planning policy for traveller sites published in 2012, and should be read alongside the National Planning Policy Framework (NPPF).</p> <p>Sets out the required approach to planning for the needs of Gypsy and Travellers. Specifically the definition of a Traveller has been changed to only include those with a nomadic way of life.</p>	N/A	Local planning for Gypsy and Travellers' needs has to accord with this updated policy.

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National Adaptation Programme: Making the country resilient to a changing climate (Defra, 2013)	<p>The programme has four main areas:</p> <ul style="list-style-type: none"> Increasing awareness Increasing resilience to current extremes Taking timely action for long-lead time measures Addressing major evidence gaps <p>Chapters focus on actions/objectives (obj) to prepare the following sectors:</p> <ul style="list-style-type: none"> Built environment (including spatial planning): Obj 1-6 Infrastructure: Obj 7-10 Communities: Obj 11-14 Agriculture and forestry: Obj 15-18 Natural environment: Obj 19-22 Business: Obj 23-27 Local government: Obj 28-31 	<p>The objectives most relevant to the Local Plan are:</p> <ul style="list-style-type: none"> Obj 1: Put in place long-term plans to manage flood risk and make sure other plans take account Obj 2: Provide a clear local planning framework to enable all participants in the planning system to deliver sustainable new development, including infrastructure that minimises vulnerability and provides resilience to the impacts of climate change. Obj 5: Increase resilience of homes by helping people to understand risks and take own action Obj 7: Ensure infrastructure is located to be resilient Obj 19: Build the resilience of wildlife, habitats, ecosystems to climate change 	<ul style="list-style-type: none"> Take account of flood management strategies during development of local plan. Ensure the NPPF is implemented and the statutory duty to include policies that help to adapt to climate change is met. Supporting retrofitting, green-build and the design and management of green spaces. Planning for the long term by reflecting climate risks and sustainable development in Local Plans. Building resilience into decisions on buildings, infrastructure, businesses, parks and other public spaces.
Fixing our broken housing market (DCLG, 2017)	<p>White Paper aimed at boosting housing supply and, over the long term, creating a more efficient housing market that more closely matches the needs and aspirations of all householders and supports economic prosperity.</p> <p>Includes a number of proposals under the following themes:</p> <ul style="list-style-type: none"> Planning for the right homes in the right places Building homes faster Diversifying the market Helping people now 	<ul style="list-style-type: none"> Ensuring plans start from an honest assessment of the need for new homes Maximising the contribution from brownfield land and surplus public land Drive up the quality and character of new development Encouraging higher densities and reviewing space standards Ensuring infrastructure is provided in the right place at the right time Supporting custom-build homes and small and medium-sized builders Supporting housing associations and local authorities to build more homes Encouraging housing that meets the needs of future populations 	<p>There is a clear emphasis on significantly boosting the supply of housing and specifically on meeting local housing needs through plan making.</p>
A Green Future: Our 25 Year Plan to Improve the Environment (HM Government, 2018)	Sets out the Government's plan to help the natural world and retain good health. It aims to deliver cleaner air and water in our cities and rural landscapes, protect threatened species and provide richer wildlife habitats.	<p>The plan includes numerous targets including the following:</p> <ul style="list-style-type: none"> Meeting targets to reduce emissions of damaging air pollutants Embedding an environmental net gain principle for development 	<p>In particular, the plan will need to embed the principle of delivering environmental net gain from developments. It will also need to explore how local planning policies can improve health and wellbeing through enhancing the quality of the environment and people's connection to it.</p>

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	<p>The plan includes a number of policies around the themes of:</p> <ul style="list-style-type: none"> • Using and managing land sustainably • Recovering nature and enhancing the beauty of landscapes • Connecting people with the environment to improve health • Increasing resource efficiency and reducing pollution and waste • Securing clean, healthy, productive and biologically diverse seas and oceans • Protecting and improving our global environment 	<ul style="list-style-type: none"> • Reaching or exceeding objectives for rivers, lakes, coastal and groundwaters that are specifically protected • Creating of restoring 500,000 hectares of wildlife-rich habitat outside the protected site network • Increasing woodland in England in line with the aspiration of 12% cover by 2060 • Making sure that land use decisions reflect the level of current and future flood risk 	<p>The plan will also need to ensure that flood risk is a key consideration in decision making on sites and policies.</p>
Clean Air Strategy 2019 (Defra, 2019)	Sets out the Government's strategy for tackling all sources of air pollution, making our air healthier to breathe, protecting nature and boosting the economy.	International targets to reduce emissions of five of the most damaging air pollutants, fine particulate matter, ammonia, nitrogen oxides, sulphur dioxide and non-methane volatile organic compounds, by 2020 and 2030. In addition new goals to cut public exposure to particulate matter pollution, in line with World Health Organization recommendations.	Seek to minimise the impact of the local plan on air quality for both individuals and businesses. Encouraging the cleanest modes of transport for freight and passengers.

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REGIONAL AND SUB-REGIONAL

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Tees Valley Strategic Economic Plan 2016-2026 (TVCA, 2016)	<p>Produced by the Tees Valley Combined Authority (TVCA). The Strategic Economic Plan (SEP) sets out the growth ambitions and priorities for the Tees Valley over the next ten years to 2026 and provides a framework for economic development activities.</p> <p>The SEP is focused around six thematic building blocks:</p> <ul style="list-style-type: none"> Business growth: Further increase jobs and business density through targeted support to create and attract new companies and to grow businesses and sectors with high growth potential; Research, development, innovation & energy: Further enhance productivity in all core sectors through the commercialisation of knowledge; Education, employment and skills: Ensure a labour market which meets the needs of local business and supports the lifetime opportunities of all our residents; Place: Promote the Tees Valley as the preferred location in the UK for energy intensive indigenous firms and Foreign Direct Investment and create the conditions necessary to attract businesses and individuals with a focus on vibrant town centres; Culture: Change the external perceptions of Tees Valley through the arts, cultural and leisure offer, create places that attract and retain businesses and business leaders, and make the area an attractive place to live, work and visit; and Transport and infrastructure: Facilitate local, regional, national and international road, rail and broadband connectivity through collaborative investment in physical infrastructure. 	<p>Since 2011, Tees Valley and local partners have secured £223 million of investment through various sources of funding including, European, Local Growth Fund and City Deal funding.</p> <p>By 2026:</p> <ul style="list-style-type: none"> 25,000 additional jobs Extra £2.8 billion into the Tees Valley economy Tees Valley will be the demonstration region for the circular economy in England Increased return on investment to £1.£8; and <p>By 2040:</p> <ul style="list-style-type: none"> Tees Valley will contribute 10% of the total GVA growth target for the Northern Powerhouse (with only 4% of the population) 	<p>Proposals within the SEP with implications for the Local Plan include aspirations to:</p> <ul style="list-style-type: none"> Improve east-west road connectivity to provide a high quality, resilient corridor along the A66 from the A1(M) to the international gateway at Teesport Complete the dualling of the A66 between A1(M) and M6 to provide direct access to key Northern markets and SW Scotland Implement the Darlington HS2 Growth Hub Bring forward new proposals to develop Develop new commercial premises near to rail station investment <p>The SEP also highlights Durham Tees Valley Airport as having a long term role in contributing to the competitiveness and prosperity of the Tees Valley.</p>
Tees Valley Innovation Strategy (TVCA 2016)	<p>Strategy highlighting the combined authorities commitment to making the Tees Valley an attractive location for innovative businesses. Supported by key promises that will provide direct support to businesses in four key growth areas: chemicals and process, advanced manufacturing, healthcare and digital sectors. Support is available for research and innovation, commercialisation of products and services, collaboration with partners and to enable greater access to specialist technology centres.</p>	<p>Tees Valley's 2025 vision:</p> <ul style="list-style-type: none"> To play a major part in developing, manufacturing and delivering technologies to support a low carbon UK economy To be the go-to location for businesses looking to access bespoke, flexible support and an internationally connected, multi disciplinary innovation knowledge network To provide technologies that can be readily developed into solutions to meet challenges in 	<p>The Local Plan needs to be mindful of the support given to attracting innovative businesses across the Tees Valley Area and the support that is available in developing policies and proposal for the local economy.</p>

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Tees Valley Investment Plan 2017-2021 (TVCA, 2017)	<p>An Investment Plan to grow the Tees Valley economy; creating new jobs, growing the skills base, and improving infrastructure – linked to the SEP objectives.</p> <p>The fund will support a number of programmes including:</p> <ul style="list-style-type: none"> • A Quality Jobs Programme to support residents in gaining new skills, create quality jobs and support people into them • A Business Growth Programme to attract and support new businesses and support companies with their growth plans • Schemes to develop our cultural assets and grow the visitor economy • Transport investment to improve connectivity within the Tees Valley, the UK and the world <p>An infrastructure programme to unlock sites for further housing and business development.</p>	<p>our four key growth sectors; advanced manufacturing, process, healthcare and digital.</p> <p>In total, a minimum investment fund of £464 million will be available for investment in 2017-21; covering the period of office of Tees Valley's first elected Mayor, elected on 4th May 2017.</p>	<p>The Local Plan needs to take account of the programmes and projects being delivered through the investment plan and identify opportunities to maximise the impact of investments.</p>
Tees Valley European Structural & Investment Funds (TVCA, 2016)	<p>The Tees Valley European Structural and Investment Funds Strategy 2014-2020 sets out the key priorities for the investment of the European Funds.</p> <p>The funds available to the United Kingdom are:</p> <ul style="list-style-type: none"> • The European Regional Development Fund (ERDF); • The European Social Fund (ESF); • The European Agricultural Fund for Rural Development (EAFRD); and • The European Maritime and Fisheries Fund (EMFF). <p>They bring significant investment into local areas across a range of activities including supporting the competitiveness of small and medium-sized enterprises (SMEs), improving access to finance for SMEs, enhancing innovation capacity, supporting access to employment, developing the skills base and promoting social inclusion.</p>	<p>The Tees Valley Combined Authority has received an allocation of European Structural and Investment Funds for the full seven year period.</p> <ul style="list-style-type: none"> • £173 million from the ERDF and ESF • £12.59 million of EU Youth Employment Initiative Funding • £1.1 million from the EAFRD 	<p>The Local Plan needs to take account of the programmes and projects being delivered with European funding and identify opportunities to maximise the impact of investments.</p>

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<p>Tees Valley Strategic Infrastructure Plan (TVCA, 2014)</p>	<p>The strategy considers the following infrastructure themes which impact upon Tees Valley's strategic sites, such as Enterprise Zones, new housing sites of 250 dwellings or more, and employment sites with over 500 employees.</p> <ul style="list-style-type: none"> • Transport • Utilities • Flood risk & surface water management • Energy • Broadband <p>Key projects are outlined for some of the themes. The plan is an evolving document that sets out the strengths, barriers to growth and priorities of the Tees Valley infrastructure.</p>	<p>N/A</p>	<p>The Infrastructure Plan identifies a number of current infrastructure issues and opportunities in Darlington that will need to be accounted for in the Local Plan.</p> <p>There are a number of specific projects identified affecting the borough including:</p> <ul style="list-style-type: none"> • Track, signalling and platform improvements at Darlington Station; • Capacity works to improve journey times and reliability for people and goods to and from strategic employment sites, including Central Park, Eastern Urban Fringe in Darlington; • A programme of maintenance works securing five core transport routes linking Darlington town centre, the town centre fringe, Darlington Station, and Central Park Enterprise Zone; • Improving the capacity of the A66 Darlington Bypass; • Proposals for a Darlington Northern Link Road; and • Reducing fluvial flood risk at key locations including Darlington town centre fringe.
<p>Investing in Tees Valley's Future 2017-2021 (TVCA, 2017)</p>	<p>Brings together all the funding sources the TVCA have to invest into a "single pot" over the 2017-21 period, and beyond. The Investment Plan is structured to demonstrate how investments will deliver against the objectives set out in the Strategic Economic Plan. The investment plan is to be reviewed during Autumn 2017.</p>	<p>The TVCA has access to £464 million to deploy up to the financial year 2020-21, covering the first term of the Tees Valley Mayor which will run until May 2020.</p> <ul style="list-style-type: none"> • £244 million has already been committed to specific projects. • £220 million available to invest in new proposals. Of which: • £103 million is European Funding for Business Growth, Research, Development, Innovation & Energy and Employment and Skills and • £117m from the Combined Authority's direct resources. 	<p>Darlington Borough Council must continue to work closely with the TVCA to identify investment opportunities and make expressions to interest for available funding, when appropriate, to deliver sites and develop the boroughs economy.</p>

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Strategic Transport Plan (Transport for the North, 2019)	<p>Sets out a plan to drive major improvements in strategic connectivity throughout the North of England.</p> <p>The plan sets out three key aims:</p> <ul style="list-style-type: none"> • Connecting people – improving access to leisure and tourism assets and work opportunities, whilst widening the labour market for business. • Connecting businesses – improving connections to collaborators, client and competitors, including those within the prime and enabling capabilities. • Moving goods – supporting businesses to move freight and goods efficiently and across modes. 	<p>The investment programme accompanying the plan identifies a funding requirement of around £60-70 billion during the period to 2050. Approximately 60% of this amount is expected to be funded primarily through Highway England's Road Investment Strategy and Network Rail's Control Period.</p>	<p>The Local Plan needs to take account of planned improvements to road, rail and public transport facilities and services across the North of England and the opportunities they could unlock, in terms of economic development, social mobility and improved sustainability.</p>
Connecting the Tees Valley (TVCA, 2016)	<p>Sets out the framework for the Strategic Transport Plan (due for publication in 2017). Recognises that transport is central to enabling the Tees Valley deliver its economic plan.</p> <p>Includes the following vision:</p> <p>“To provide a high quality, quick, affordable, reliable and safe transport network for people and freight to move within, to and from the Tees Valley”.</p>	<p>In order to active the vision, the TVCA aim to:</p> <ul style="list-style-type: none"> • Major improvements at Darlington and Middlesbrough railway stations; • Upgrade railway lines so that more and faster trains can run; • Introduce newer trains; • Get ready for new High Speed Rail trains; • New Tees crossing to relieve congestion on the A19 Tees flyover; • Improve the A66 between the A1 and Teesport to make it easier to travel in and out of the Tees Valley; • Make buses easier and more attractive to use with simple, affordable fares; • Make sure all town centres, hospitals and other key destinations are accessible by bus; • Provide more safe, traffic free cycle routes; • Provide more safe walking routes; • Improve our main roads so freight can be moved quickly and safely; • Improve our links to the UK rail network so bigger trains can move more freight; Improve access to Durham Tees Valley Airport by all modes of transport. 	<p>The Local Plan strategy and policies should be guided by the proposed improvements to transport across the Tees Valley and the opportunities improved connectivity will bring.</p>

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<p>Tees Valley Green Infrastructure Strategy (Tees Valley Joint Strategy Unit, 2008)</p>	<p>Key aim of the strategy is to develop by 2021 a network of green corridors and green spaces that:</p> <ul style="list-style-type: none"> Enhances the quality of place for existing and future communities and potential investors; Provides an enhanced environmental context for new development, regeneration projects and housing market developments; Creates and extends opportunities for access, regeneration, and enhancement of biodiversity, and Provides a buffer against the effects of climate change. 	<p>There are 6 principal aims of the Green Infrastructure Strategy:</p> <ul style="list-style-type: none"> A1 Provide a strategic context for the sustainable planning and management of existing and proposed green space within the Tees Valley; A2 Support and reinforce initiatives and strategies designed to raise the economic performance of the Tees Valley, promote economic and social inclusion, create sustainable communities, and improve the environment; A3 Assist with climate change adaptations, actions and initiatives; A4 Provide a framework of high quality green corridors and spaces that will help to improve access to open space for local communities and contribute to tackling such issues as poor health and quality of life; A5 Provide an enhanced environmental context for new development and regeneration schemes; A6 Improve access to resources through major funding regimes and improve the case for green infrastructure to be funded as a primary public investment on a similar basis to other services and infrastructure. 	<p>Local Plan policies and proposals should help facilitate the improvement and development of the green infrastructure network in Darlington.</p>
<p>Tees Valley Hotel Futures and Summary 2009</p>	<p>The Tees Valley Hotel Futures Study was commissioned in June 2008 by the Tees Valley Joint Strategy Unit on behalf of Visit Tees Valley and the Tees Valley local authorities to assess the future potential for hotel development across the City Region.</p>	<p>Key findings of the study in terms of current hotel supply and demand, prospects for market growth, market potential for hotel development, hotel developer interest, locational priorities and the implications and actions.</p> <p>For Darlington:</p> <ul style="list-style-type: none"> Good prospects for growth in demand from the corporate market given the planned office and business park development in and around the town All actions set out fulfilled / market grown by 250 extra hotel beds 	<p>Further growth in Business Parks and population growth will enhance need for corporate hotel market / tourism. Promotion of Tees Valley will increase overnight stays in Darlington suitable locations need to be found.</p>
<p>Tees Valley Biodiversity Action Plan</p>	<p>The aim of the Action Plan is to provide a series of structured action priorities for all those organisations and individuals working to conserve biodiversity in the Tees Valley area. The BAP is a living document with plans produced for individual habitats and species.</p>	<p>The BAP includes a wide range of actions aimed at improving biodiversity in the Tees Valley specific to habitats and species.</p>	<p>The Local Plan should seek to protect, create and enhance green infrastructure to provide new or enhanced opportunities for biodiversity/geodiversity and increase access to nature learning opportunities. In particular,</p>

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River Basin Management Plan, Northumbria River Basin District (Environment Agency, 2015)	<p>Prepared under the Water Framework Directive, the management plan considers the pressures facing the water environment in the Northumbria River Basin District, and the actions that will address them. The plan focuses on the protection, improvement and sustainable use of the water environment.</p> <p>A range of challenges are identified which will need to be addressed including:</p> <ul style="list-style-type: none"> • Changes to the natural flow and level of water; • Negative effects of invasive non-native species; • Physical modifications; • Pollution from mines; • Pollution from rural areas; • Pollution from towns, cities and transport; • Pollution from waste water. 	<p>By 2021:</p> <ul style="list-style-type: none"> • 91% of water bodies with an objective of good or better overall status (currently 26% - predicted status by 2021 27%) • 99% of elements with an objective of good or better status (currently at 88% - predicted status by 2021 88%) 	<p>create species rich grassland, ponds and reedbeds, SUDS, improved riparian habitat, urban habitat networks including unmanaged space, woodland and wet woodland, hedgerows.</p> <p>The Local Plan needs to be mindful of the challenges facing the water environment in the Borough and work closely with the Environment Agency in its development.</p>
River Tees Catchment Flood Management Plan (Environment Agency, 2009)	<p>Considers the scale and extent of flooding now and in the future, and sets policies for managing flood risk within the catchment. Identifies that in Darlington town there are between 500 to 1,000 properties at risk in a one per cent annual probability river flood. While engineering works have been carried out to reduce the risk, the risk of flooding is still high.</p>	<p>Darlington town is identified as within an area of moderate to high flood risk where further action could generally be taken to reduce flood risk.</p> <p>The key messages for this area are:</p> <ul style="list-style-type: none"> • Upstream of Croft-on-Tees there is an option to reconnect the floodplain and add artificial storage behind the agricultural defences. • The actions to manage the risk of flooding in this area will be linked to and may take place in upstream areas. • Flooding in the central area of Darlington could significantly affect key transport links. 	<p>Should be used to inform planning decisions and plan development to reduce the risk of flooding.</p> <p>Take account of the potential risk of flooding from the Skerne, particularly within the urban area of Darlington.</p>

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Tees Valley Water Cycle Study (URS, 2012)	The objective of the study is to identify any constraints on housing and employment growth planned for the Tees Valley area up to 2026 that may be imposed by the water cycle and how these can be resolved. Provides a strategic approach to the management and use of water which ensures that the sustainability of the water environment in the region is not compromised.	<p>Key findings:</p> <ul style="list-style-type: none"> There is adequate water availability within the Tees Valley to meet future water demand up to 2035. Flood risk in the region is dominated by the North Sea and the River Tees, although there are areas of Flood Zones 2 and 3 associated with the smaller watercourses across the area. The majority of waste water treatment works (WwTW) across the area have capacity within their current discharge consents to accept and treat additional wastewater flow from the proposed development. <p>Water quality has improved in recent years, although there are several watercourses which are currently not achieving the target status (or potential) of Good.</p>	Infrastructure planning evidence collected in support of the Local Plan should consider the impact proposed development on water supply, flood risk, the capacity of waste water treatment works and water quality.
The Tees Valley Climate Change Strategy (2010-2020) (Tees Valley Unlimited, 2010)	Prioritises actions where immediate, substantial and measurable emissions reductions can be achieved alongside the North South Tees Industrial Development Framework and the Covenant of Mayors initiative. Based on existing best practice in tackling climate change. Mitigation, adaptation, actions and opportunities discussed around a number of key areas (Business, Housing, Transport, Environment)	<p>Commitment through the Covenant of Mayors to reduce emissions in the local area by at least 20% by 2020 from a 2005 baseline.</p> <p>Implementation plan will impact on the emissions monitored under national indicators.</p>	Policies and proposals in the Local Plan should seek to reduce sources of emissions where reasonable and practical.
Tees Valley Joint Minerals and Waste Core Strategy (2011)	Prepared jointly by the five Tees Valley local authorities, the Core Strategy contains the long-term spatial vision and strategic policies needed to achieve the key objectives for minerals and waste developments in the Tees Valley.	<p>The Core Strategy sets out twelve strategic objectives, including the following:</p> <p>A. To provide an agreed and appropriate contribution from sources in the Tees Valley towards the provision of a steady supply of minerals to the construction and other industries;</p> <p>C. to safeguard minerals resources from unnecessary sterilisation;</p> <p>F. to provide a network of small-scale waste management facilities which is accessible to local communities;</p>	Tees Valley Joint Minerals and Waste Core Strategy (2011) forms part of the development plan for the District.

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		<p>I. to safeguard sustainable minerals transport infrastructure and promote the use of sustainable transport, in particular the existing rail and port facilities in the Tees Valley for the movement of minerals and waste; and</p> <p>J. to ensure that minerals and waste developments protect and enhance the quality and diversity of public amenity and the natural, historic and cultural heritage of the Tees Valley.</p>	
Tees Valley Joint Minerals and Waste Policies and Sites DPD (2011)	Prepared jointly by the five Tees Valley local authorities, the Policies and Sites DPD identifies specific sites for minerals and waste development and sets out policies which will be used to assess minerals and waste planning applications.	No sites were allocated within Darlington Borough.	Tees Valley Joint Minerals and Waste Core Strategy (2011) forms part of the development plan for the Borough.
Police, Crime and Victims' Plan 2016-21 (PCVC, 2016)	<p>Sets objectives for the Chief Constable of Durham Constabulary, and also for the Police Crime and Victims' Commissioner (PCVC) working in collaboration with partners.</p> <p>The plan contains three overarching aims:</p> <ul style="list-style-type: none"> to inspire confidence in the police and criminal justice system, support victims and the vulnerable, and tackle crime and keep our communities safe. 	<p>The objectives are to:</p> <ul style="list-style-type: none"> Ensure that victims are supported at all stages of the criminal justice system Reduce re-offending Safeguard vulnerable people Address the incidence and impact of domestic abuse and sexual violence in all its forms Reduce the impact of hate crime Tackle cybercrime Improve road safety Reduce the harm caused by alcohol and drugs Tackle anti-social behaviour Tackle the issues facing our rural communities. 	The Local Plan should consider how planning policy and strategy can assist in meeting the aims and objectives of the Police, Crime and Victims' Plan, for example, through the design and layout of development.
Hambleton District Development Plan (HDC)	Hambleton is preparing a Local Plan for the period up to 2035 which will set out the vision and objectives for the District, allocate sites for housing, employment, retail, leisure and other forms of development and will set out development management policies for the district up to 2035. As well as setting out where new development will go, the Plan will also set out policies which seek to protect and preserve open space, green infrastructure, historic heritage and environmental assets.	N/A	The DBC Local Plan will be prepared alongside the HDC Local Plan, taking into account cross boundary issues which arise through the duty to cooperate.

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Durham County Development Plan (DCC)	Durham County Council is currently preparing a Local Plan which will set out how much new development is needed for job creation, housing and shopping and the infrastructure needed to support these such as transport, schools and green spaces up to the year 2033.	N/A	The DBC Local Plan will be prepared alongside the DCC Local Plan, taking into account cross boundary issues which arise through the duty to cooperate.
Stockton Borough Development Plan (SBC)	Stockton-on-Tees Borough Council is preparing a Local Plan which sets out a vision for the future development of the Borough in relation to housing, the economy, community facilities and infrastructure up to 2032.	N/A	The DBC Local Plan will be prepared alongside the SBC Local Plan, taking into account cross boundary issues which arise through the duty to cooperate.
Richmondshire District Development Plan (RDC)	Richmondshire District Council is preparing a Local Plan 2018 - 2035 which will be the statutory development plan for the eastern part of Richmondshire which lies outside of the Yorkshire Dales National Park. It will set out the spatial strategy and policies for the use of land and buildings in this area and forms the basis for the assessment of all planning applications, together with national planning guidance	N/A	The DBC Local Plan will be prepared alongside the RDC Local Plan, taking into account cross boundary issues which arise through the duty to cooperate.

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LOCAL

Plan, policy or programme	Objectives or requirements of the plan or programme	Relevant targets, indicators or delivery mechanisms	Local Plan response/implications
Sustainable Community Strategy - One Darlington: Perfectly Placed (2008-2026)	Sets out Darlington Partnership's overall vision for the future of Darlington. The strategy identifies eight desired outcomes that seek to improve the quality of life for all and reduce inequality by ensuring Darlington has: - children with the best start in life- more business and more jobs- a safe and caring community- more people caring for the environment- more people active and involved- enough support for people when needed- more people healthy and independent- a place designed to thrive	The strategy steers and co-ordinates the partnership's work towards shared goals and priorities, whilst leaving the development of detailed actions to the partners various plans and strategies, including the Local Plan.	The Local Plan should include policies and proposals, where appropriate, that seek to achieve the eight outcomes set out in the strategy.
Economic Strategy for Darlington 2012-2026 (DBC, Darlington Partnership, TVU, 2012)	<p>Sets out an economic strategy for Darlington based on the Local Economic Assessment and engagement with local businesses.</p> <p>The strategy highlights a number of key challenges:</p> <ul style="list-style-type: none"> Negative perceptions of the area making it difficult to attract people to live and work in the area The lowest workplace and residence based earnings in the whole of the Tees Valley Increasing proportion of young people not in work, education or training (NEETs) Young people not being considered "work ready" by local employers Businesses moving out of the borough when seeking new premises Significant differences between most and least prosperous areas in the borough <p>Other barriers to future growth:</p> <ul style="list-style-type: none"> Congestion and a lack of parking at some employment sites Access to investment capital Variable broadband provision Relatively "footloose" employers <p>The attractiveness of sites and premises</p>	<p>Priorities for action:</p> <ul style="list-style-type: none"> Develop a new approach to promoting Darlington to businesses, investors and visitors within and beyond the UK, building on key themes including our international rail heritage Develop and promote the cultural, leisure, retail and housing offer within the Borough to support economic growth Improve the skills of the labour force (current and future) to ensure that they match the needs of existing and potential employers Retain talent in the local labour market Fix immediate issues that prevent economic growth Influence investment decisions to support the economic development of Darlington Support the development of supply chain opportunities to both the public and private sector Develop sector action plans to maximise existing and future economic opportunities Work to develop a strong business support offer in Darlington that caters for the needs of all businesses (existing, newly formed and prospective start-ups) – identifying gaps in provision and work with others to fill them Have an appropriate range of new start and grow-on property available throughout Darlington 	<p>The Local Plan will need to consider policies and site proposals can help to address the priorities of the strategy.</p> <p>Particular focus will be on:</p> <ul style="list-style-type: none"> the relationship between housing and employment the need for employment land and the suitability of available sites the infrastructure required to support employment activities

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Darlington Joint Strategic Needs Assessment 2016 (DBC, 2016)	Provides an assessment of the health and wellbeing needs in the borough. The aim of the JSNA is to improve the health and well-being of the local community and reduce inequalities for all ages through ensuing commissioned services reflect need. It is used to help to determine what actions local authorities, the NHS and other partners need to take to meet health and social care needs and to address the wider determinants that impact on health and well-being.	The JSNA is split into eight sections considering a particular health and social care issue or the health and social care needs of specific groups.	<p>The Local Plan should be informed by the findings of the JSNA, addressing local health and social care needs wherever possible through planning policy and strategy, for example through providing:</p> <ul style="list-style-type: none"> ● Providing suitable housing to meet local needs ● Access to open space and recreational opportunities ● Encouraging walking and cycling ● Improving air quality through sustainable patterns of development, reducing the need to travel and sustainable design & construction
Darlington Third Local Transport Plan 2011-2026 (DBC)	<p>Sets out a 15 year transport strategy for Darlington. The Plan sets out a number of key outcomes that it seeks to achieve, namely that:</p> <ol style="list-style-type: none"> 1. Everybody is able to enjoy the borough's prosperity by providing and maintaining a reliable, predictable, efficient and affordable transport network; 2. Everyone can play their part in reducing the impact of transport on the environment and its contribution to climate change; 3. People live long, healthy and active lives, travelling safely and making active travel choices; 4. Everyone in Darlington can maximise their life chances by being able to access services, activities and facilities; and 5. People in Darlington enjoy a positive journey experience on an attractive, clean, green and sustainable transport system 	<p>Proposes the following policies (summary):</p> <p>Integrate land use and transport planning at all stages of the planning process</p> <p>Exploit the potential of rail, bus and car sharing to employment, leisure and shopping opportunities</p> <p>Reduce the need to travel; continue to promote sustainable travel for shorter journeys; and work in partnership to develop and promote lower carbon transport options for longer trips.</p> <p>A joint approach between the council and Public Health with shared resources to increase levels of walking and cycling, in a safe environment, to secure multiple outcomes</p> <p>Evaluate and support initiatives that enable older people to travel particularly those without a car and those in rural areas</p> <p>Prioritise funding on the basis of maintaining, then managing, then improving transport and travel, and provide greater decision making at a local level</p> <p>Maintain and manage the highway network and improve waiting/parking facilities particularly at the rail station and town centre</p>	<p>Proceed in an integrated fashion with the third Local Transport Plan.</p> <p>Include full complement of highways policies needed to ensure that traffic arising from new development is a) minimised and b) accommodated safely.</p> <p>Tailor development to support existing public transport, especially bus, routes.</p> <p>Facilitate development of Tees Valley Metro including new stations, and road and rail upgrades.</p> <p>Facilitate improvement of waiting and parking facilities for buses and coaches, especially in the Town Centre.</p> <p>Protect walking and cycling routes, including their attractiveness to users.</p>

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Darlington Housing Strategy 2012-17 (DBC, 2012)	This strategy aims to improve the availability, accessibility and quality of housing across all tenures within the Borough.	<p>The strategy contains four objectives with related priority actions:</p> <ul style="list-style-type: none"> • Increase the supply of housing to meet the needs • Improve the sustainability of housing • Improve conditions in the private sector housing sector • Invest in the regeneration of key locations. 	The Housing Strategy will be updated to reflect the new Local Plan.
Darlington Retail and Town Centre Study (WYG, 2014)	Provides an assessment of the retail and leisure needs and capacity in the period to 2026, and reviews the current performance of town, district and local centres in the Borough.	<p>Identifies the need for further retail space including:</p> <ul style="list-style-type: none"> • Between 5,800-9,600 sqm of comparison goods floorspace to 2026 in Darlington Town Centre • Between 1,200-2,900 sqm of convenience goods floorspace to 2026 • Edge of town 4,000 sqm foodstore • 400 sqm in Local Centres • Leisure development demand 	<p>The Local Plan will need to consider:</p> <ul style="list-style-type: none"> • Land requirements in town centre and edge of town for new developments. • Definition of town centre boundary and prime and secondary shopping frontage. • Policy for impact test threshold for edge of town and out of centre developments • Retail hierarchy • Issue for potential larger retail shops for out of town locations.
Planning Obligations SPD (DBC, 2013)	<p>The Supplementary Planning Document (SPD), Sets out the methodology that is applied by the council to determine what contributions are required towards the provision of the physical, social and green infrastructure necessary to support of new development.</p> <p>The SPD covers requirements for infrastructure relating to:</p> <ul style="list-style-type: none"> • Transport • Utilities • Education • Housing • Sport and recreation • Employment • Open space & children's play facilities 	Contributions towards infrastructure are delivered by way of planning obligations.	The Local Plan needs to consider whether the current requirements set out in the SPD remain valid and whether they should, where appropriate, be incorporated into Local Plan policy. The implication of these requirements on development viability will be assessed as part of the whole plan viability testing.
Design of New Development SPD (DBC, 2011)	The Supplementary Planning Document (SPD), sets out a detailed approach for the design of new development in the Borough; its buildings, public and private spaces. It sets out how the location, form and type of all new development in Darlington should be considered through the design process to help achieve a high quality, distinctive, safe and sustainable, built and natural environment.	<p>The SPD contains a range of advice relating to:</p> <ul style="list-style-type: none"> • Improving movement • Promoting community • Achieving sustainability • Integrating green infrastructure • Reflecting heritage and local distinctiveness 	The Local Plan needs to consider whether the current advice set out in the SPD remains valid and whether it should, where appropriate, be incorporated into Local Plan policy.

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Darlington Landscape Character Assessment (LUC, 2015)	The study identifies variations in landscape character and describes these for the rural parts of the Borough. The LCA defines ten distinct landscape character areas, each of which is separately described. Character areas are geographically distinct, with their own unique set of characteristics and sense of place.	<ul style="list-style-type: none"> • Making Darlington distinctive • A zoned approach to design <p>To identify areas of greatest landscape sensitivity for use in decision making.</p>	Landscape policy wording should reference consideration of the Landscape Character areas.
Darlington Characterisation Study (DBC, 2009)	Identifies and describes in a systematic and objective way positive elements of Darlington's existing built form that help create broad character zones across the Borough's different neighbourhoods and villages.	Highlights features that help create character in zones that should be reflected in new design to enhance local distinctiveness.	The characterisation study should inform policies relating to design, heritage and landscape in the Local Plan.
Town Centre Fringe Conservation Management Plan (Archaeo-Environment Ltd, 2010)	Provides an understanding of the historic environment of the town centre fringe area along with a Statement of Significance.	Sets out a series of broad management recommendations for the area to and more specific recommendations for particular character areas in the town centre fringe area.	Proposals of the town centre fringe area in the Local Plan should consider the findings and recommendations of the management plan.
Darlington Borough Council Conservation Area Character Appraisals (DBC, 2009)	Character Appraisals recognise the conservation area's special historic, archaeological and architectural interest through maps, photographs and analysis of the area's development. Of the 17 Conservation Areas in the borough 12 currently have Character Appraisals.	The contents of each appraisal varies, however the key delivery mechanisms is through determination of applications having regard to the appraisals.	Local Plan policies and development proposals should have regard to the character appraisals.
Darlington's Green Infrastructure Strategy 2013-2026 (DBC, 2013)	<p>The strategy takes the priorities of a wide range of national, sub regional and local strategies and translates them into local objectives, priority actions and projects:</p> <ul style="list-style-type: none"> • Create a quality, distinctive landscape and townscape. • Provide a connected network for wildlife to live, breed and migrate. • Continue to improve off road green leisure routes and public rights of way. • Improve the outdoor sport, recreation and play network. • Create a diverse and economically productive landscape. 	<p>The strategy sets out a 13 year list of ambitions, objectives and priority actions. It is supported by an Action Plan which explains how the strategy will be delivered.</p> <ul style="list-style-type: none"> • Protecting and enhancing existing green infrastructure • Ensuring that new development is adequately supported by new green infrastructure • Managing potential conflicts between new development and existing infrastructure 	<p>The Local Plan will need to consider it can help to achieve the objectives of the strategy, in particular by:</p> <ul style="list-style-type: none"> • Protecting and enhancing existing green infrastructure • Ensuring that new development is adequately supported by new green infrastructure • Managing potential conflicts between new development and existing infrastructure

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	<ul style="list-style-type: none"> Minimise the impact of climate change. Engage partners and promote initiatives to manage and maintain open spaces. 		
Darlington Open Space Strategy 2007-2017 (DBC, 2007 and 2010 update)	Aims to provide, protect and enhance a variety of high quality, accessible open and green spaces throughout the borough, linking with the cultural and natural heritage of the area. It recognises the importance of open spaces to biodiversity particularly the important role open spaces provide for opportunities to learn about nature.	<p>The strategy's sets out four aims:</p> <ul style="list-style-type: none"> to provide a sustainable amount of high quality, accessible open spaces across the Borough to meet the changing needs and expectations of local people, now and for the foreseeable future; to provide a variety of open spaces and facilities within them that, where appropriate, are equally accessible by all; to secure improvements in the design and management of open spaces, so that they are attractive and safe for everyone, their biodiversity is enhanced, and the Borough's distinctive history and culture is conserved; to build and sustain strong relationships with the local community and other agencies to help shape change on open spaces. <p>The strategy includes a series of policies aimed at achieving these aims.</p>	The Local Plan will need to take appropriate steps to provide, protect and enhance open space where appropriate.
Darlington Rights of Way Improvement Plan (DBC, 2011)	The aim of the plan is to provide a strategy that helps to target resources towards achieving Darlington's vision for countryside access. The plan seeks to improve access for all people to semi natural areas and the countryside by improving the Rights of Way network in a targeted way.	N/A	Development supported through the Local Plan may impact on local rights of way by increasing pressure and usage, or by requiring diversions or other changes. This will be taken into account when considering site allocations.
An Allotments Strategy for Darlington 2009-2019 (DBC, 2009)	To increase the quality and quantity of allotments in the Borough.	The strategy contains short, medium and long term action plans for promotion and marketing, meeting demand and managing sites.	There may be requests to safeguard land for future allotment expansion or new provision. There may also be pressure to redevelop allotments for alternative uses.
Ongoing Development Monitoring including Annual Monitoring Report (DBC)	The Council uses a detailed monitoring framework to understand and record the characteristics of the borough as they relate to planning policy and its implementation, both directly and indirectly.	The council monitors and records a wide range of data related to the planning process. This is updated regularly and published at least annually.	Local monitoring will provide intelligence for many aspects of plan preparation. The Local Plan will include an updated monitoring framework which will enable its direct and indirect impacts to be understood. Regular

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Plan, policy or programme	Objectives or requirements of the plan or programme	Relevant targets, indicators or delivery mechanisms	Local Plan response/implications
			reporting during the plan period will demonstrate the plan's effectiveness and highlight areas where review may be necessary.

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

The baseline has been arranged by factors affecting social, economic and environmental issues, in that order, as they are set out in the Sustainability Framework (Table 4.1).

- Housing
- People and Population
- Stronger Communities
- Culture
- Health and Wellbeing
- Education and Skills
- Community Safety
- Economy and Employment
- Transport and Travel
- Climate Change and Energy
- Environmental Protection
- Waste and Minerals
- Biodiversity and Geodiversity
- Recreation and Leisure
- Landscape and Open Space
- Heritage

Key	
Indicator is not significantly above (or below) national/regional average, targets and/or previous Borough figures : not a key sustainability issue	*
Indicator is slightly above (or below) national/regional average, targets and/or previous Borough figures : potential sustainability issue	**
Indicator is significantly above (or below) national/regional average, targets and/or previous Borough figures : key sustainability issue	***
Not applicable	

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Housing																
Indicator	Darlington Baseline	Comparators	Targets	Trends												
Total number of households in the borough ***	Census (all households): 2001 – 42,309 households 2011 – 46,670 households	North East and England 2001: 1,066,292 (NE), 20,451,427 (E) 2011: 1,129,935 (NE), 22,063,368 (E)	Not applicable	Over the last ten years Darlington has seen the number of households grow by 10.3%, the highest percentage growth in the North East and one of the five highest in the North of England. By comparison, household growth across the North East and England was 6% and 7.9% respectively.												
	Source ONS Census data: https://www.ons.gov.uk/census DCLG - 2014-based Household Projections: https://www.gov.uk/government/statistical-data-sets/live-tables-on-household-projections															
Household Structure **	Number of people in household in 2011 and % change from 2001:															
	<table><tr><th></th><th>Darlington</th><th>North East</th><th>England</th></tr><tr><td>One</td><td>2011</td><td>32.4%</td><td>31.9%</td></tr><tr><td></td><td></td><td></td><td>30.2%</td></tr></table>					Darlington	North East	England	One	2011	32.4%	31.9%				30.2%
	Darlington	North East	England													
One	2011	32.4%	31.9%													
			30.2%													

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Indicator	Housing							Trends	Source
	Darlington Baseline		Comparators		Targets				
	Household Composition in 2011 and % change from 2001:								
	Darlington in 2011		Net change	North East 2011	Net change	England 2011	Net change		
	32.4%		0.6%	31.9%	1.2%	30.2%	0.1%		
One person household									

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Housing																																																																																									
Indicator	Darlington Baseline	Comparators	Targets	Trends	Source																																																																																				
Average Household size (people per household) **	2001 - 2.27 2011 - 2.23	Net change -4.6 (from 2001) Social rented 17.7% (2011) Net change -1.6% (from 2001) Private rented 18.1% Net change +6.1% (from 2001) North East: 2001 - 2.32 2011 - 2.25 England: 2001 - 2.36 2011 - 2.35	Not applicable	proportion of owner occupied (-6.4%) and private rented (+9%) dwellings between 2001 and 2011, reflecting the direction but exceeding the total for regional and national changes. Shows that Darlington has an average household size of 0.12 people below the average for England, and 0.02 people below the regional average. Average household size in Darlington has shrunk by 1.8% while the England average has remained stable.	ONS Census data: https://www.ons.gov.uk/census																																																																																				
Average House Price **	Average property prices (both old and new) by dwelling type: <table><tr><th>Year</th><th>Detached</th><th>Semi-detached</th><th>Terraced</th><th>Flat/maisonette</th><th>Overall average</th><th>Total Sales</th></tr><tr><td>2016</td><td>£226,183</td><td>£150,740</td><td>£108,538</td><td>£98,665</td><td>£148,886</td><td>1591</td></tr><tr><td>2015</td><td>£245,554</td><td>£140,018</td><td>£105,464</td><td>£100,614</td><td>£151,823</td><td>1691</td></tr><tr><td>2014</td><td>£234,324</td><td>£138,215</td><td>£105,190</td><td>£110,582</td><td>£148,343</td><td>1649</td></tr><tr><td>2013</td><td>£223,343</td><td>£133,207</td><td>£102,833</td><td>£104,188</td><td>£139,640</td><td>1360</td></tr><tr><td>2012</td><td>£217,012</td><td>£132,618</td><td>£94,287</td><td>£103,536</td><td>£134,610</td><td>1174</td></tr><tr><td>2011</td><td>£216,367</td><td>£133,884</td><td>£99,951</td><td>£120,909</td><td>£137,163</td><td>1144</td></tr><tr><td>2010</td><td>£227,282</td><td>£137,263</td><td>£101,694</td><td>£124,564</td><td>£144,446</td><td>1174</td></tr><tr><td>2009</td><td>£221,511</td><td>£138,123</td><td>£101,056</td><td>£114,323</td><td>£141,724</td><td>1065</td></tr><tr><td>2008</td><td>£230,587</td><td>£142,288</td><td>£105,459</td><td>£121,783</td><td>£141,711</td><td>1495</td></tr><tr><td>2007</td><td>£234,375</td><td>£143,824</td><td>£106,549</td><td>£131,330</td><td>£141,240</td><td>2942</td></tr><tr><td>2006</td><td>£221,125</td><td>£136,898</td><td>£97,843</td><td>£122,290</td><td>£132,648</td><td>2931</td></tr></table>					Year	Detached	Semi-detached	Terraced	Flat/maisonette	Overall average	Total Sales	2016	£226,183	£150,740	£108,538	£98,665	£148,886	1591	2015	£245,554	£140,018	£105,464	£100,614	£151,823	1691	2014	£234,324	£138,215	£105,190	£110,582	£148,343	1649	2013	£223,343	£133,207	£102,833	£104,188	£139,640	1360	2012	£217,012	£132,618	£94,287	£103,536	£134,610	1174	2011	£216,367	£133,884	£99,951	£120,909	£137,163	1144	2010	£227,282	£137,263	£101,694	£124,564	£144,446	1174	2009	£221,511	£138,123	£101,056	£114,323	£141,724	1065	2008	£230,587	£142,288	£105,459	£121,783	£141,711	1495	2007	£234,375	£143,824	£106,549	£131,330	£141,240	2942	2006	£221,125	£136,898	£97,843	£122,290	£132,648	2931
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2006	£221,125	£136,898	£97,843	£122,290	£132,648	2931																																																																																			
House Price to Earnings Ratio *	2007 - 5.49 2008 - 5.85 2009 - 5.46 2010 - 5.45 2011 - 5.16 2012 - 5.26 2013 - 5.34 2014 - 4.76 2015 - 5.18 2016 - 4.83	North East and England: 2007 - 5.75 (NE), 7.14 (E) 2008 - 5.55 (NE), 6.94 (E) 2009 - 5.16 (NE), 6.39 (E) 2010 - 5.37 (NE), 6.85 (E) 2011 - 5.11 (NE), 6.79 (E) 2012 - 5.01 (NE), 6.77 (E) 2013 - 4.99 (NE), 6.76 (E) 2014 - 5.04 (NE), 7.09 (E) 2015 - 5.17 (NE), 7.53 (E)	Not applicable	Shows that for all housing types prices remained relatively stationary between 2007 and 2009 whilst the total number of sales crashed (decreasing by 63% of the peak in total sales in 2007). Average prices and total sales have fluctuated since 2009 but have generally been on an upward curve since a low in 2012. Shows a decrease of 0.63 in the house price to income ratio for the period 2007-2017. Over the same period the ratio decreased in the North East by a similar amount (0.57) but increased across England by 0.77.	ONS - Ratio of house price to residence-based earnings (released March 2017): https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/ratioofhousepricetoresidencebasedearningslowerquartileandmedian																																																																																				

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Housing

Indicator	Darlington Baseline	Comparators	Targets	Trends	Source																																																										
	2017 - 4.86 Ratio of median house price to median gross annual residence-based earnings. The objectively assessed need for housing in Darlington is 11,160 dwellings over the 25 year period 2011-36 (446 dwellings per annum).	2016 - 5.11 (NE), 7.72 (E) 2017 - 5.18 (NE), 7.91 (E)																																																													
Housing requirement to 2036 ***		Not applicable.	Not applicable.	Not applicable.	Darlington Strategic Housing Market Assessment 2015, Part 1: http://www.darlington.gov.uk/media/929307/SHMA-Part-1-Nov-2015.pdf																																																										
Net additional homes provided ***	Net additional completions: <table><tr><th>Year</th><th>Net completions</th><th>Target*</th></tr><tr><td>1998/99</td><td>471</td><td>297</td></tr><tr><td>1999/00</td><td>298</td><td>297</td></tr><tr><td>2000/01</td><td>316</td><td>297</td></tr><tr><td>2001/20</td><td>338</td><td>297</td></tr><tr><td>2002/03</td><td>188</td><td>297</td></tr><tr><td>2003/04</td><td>409</td><td>297</td></tr><tr><td>2004/05</td><td>369</td><td>240</td></tr><tr><td>2005/06</td><td>509</td><td>240</td></tr><tr><td>2006/07</td><td>520</td><td>240</td></tr><tr><td>2007/08</td><td>581</td><td>240</td></tr><tr><td>2008/09</td><td>255</td><td>525</td></tr><tr><td>2009/10</td><td>231</td><td>525</td></tr><tr><td>2010/11</td><td>187</td><td>525</td></tr><tr><td>2011/12</td><td>203</td><td>350</td></tr><tr><td>2012/13</td><td>165</td><td>350</td></tr><tr><td>2013/14</td><td>190</td><td>350</td></tr><tr><td>2014/15</td><td>479**</td><td>350</td></tr><tr><td>2015/16</td><td>303</td><td>484***</td></tr><tr><td>2016/17</td><td>163</td><td>484***</td></tr></table> *Borough of Darlington Local Plan, for years 1998-2004, Tees Valley Structure Plan for 2004-2008, Regional Spatial Strategy from 2008-2011 and Darlington Core Strategy from 2011-2015. **Includes 117 completions for dwellings built prior to 2014/15, but with no DBC record of completion until 2014/15.	Year	Net completions	Target*	1998/99	471	297	1999/00	298	297	2000/01	316	297	2001/20	338	297	2002/03	188	297	2003/04	409	297	2004/05	369	240	2005/06	509	240	2006/07	520	240	2007/08	581	240	2008/09	255	525	2009/10	231	525	2010/11	187	525	2011/12	203	350	2012/13	165	350	2013/14	190	350	2014/15	479**	350	2015/16	303	484***	2016/17	163	484***	***From 2015: provisional target of 484 dwellings per annum based on the Darlington Strategic Housing Market Assessment 2015 plus an allowance for Class C2 dwellings (target to be confirmed). Housing delivery rates reduced sharply after the financial crisis in 2008 and have remained low since (averaging 241 dwellings over the period 2008/09-2016/17). As the Local Plan progresses, a comprehensive survey of housing sites will be undertaken to ensure a full record of completed dwellings is captured. It is likely that this will result in a spike of completions recorded during 2017/18.	Strategic Housing Land Availability Assessment 2015: http://www.darlington.gov.uk/environment-and-planning/planning/planning-and-environmental-policy/strategies,-projects-and-studies/shlaa/
Year	Net completions	Target*																																																													
1998/99	471	297																																																													
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2006/07	520	240																																																													
2007/08	581	240																																																													
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2014/15	479**	350																																																													
2015/16	303	484***																																																													
2016/17	163	484***																																																													
% of new dwellings provided on previously		Not applicable.	Not applicable. The government target of delivering 60% of all new	The proportion of development on previously developed land has reduced since the peak of 84% in 2007/08.	DBC – Annual Monitoring Reports: http://www.darlington.gov.uk/environment-and-planning/planning/planning																																																										

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Housing																																								
Indicator	Darlington Baseline	Comparators	Targets	Trends	Source																																			
developed land ***			housing developments on previously developed land was removed with the introduction of the NPPF in 2012.		ng-and-environmental-policy/other-statutory-documents/authorities-monitoring-report/																																			
Housing need **	Households who currently need affordable housing and do not currently occupy affordable housing in Darlington: 557	Not available.	Target should be to ensure as few households as possible are in housing need.	'Housing need' as defined in NPPG 2017.	Darlington Strategic Housing Market Assessment 2015, Part 1: http://www.darlington.gov.uk/media/929307/SHM A-Part-1-Nov-2015.pdf																																			
Local Authority housing stock **	<table><tr><td colspan="7">Local authority housing data:</td></tr><tr><td></td><td>2012</td><td>2013</td><td>2014</td><td>2015</td><td>2016</td><td>2017</td></tr><tr><td>Total local authority dwelling stock</td><td>5,456</td><td>5,377</td><td>5,367</td><td>5,283</td><td>5,265</td><td>5,289</td></tr><tr><td>Total vacant*</td><td>104</td><td>44</td><td>81</td><td>67</td><td>35</td><td>72</td></tr><tr><td>Vacant for more than 6 months</td><td>39</td><td>0</td><td>3</td><td>2</td><td>1</td><td>1</td></tr></table> <p>Total Households on the housing waiting list (at 1st April): 2012 – 2,068 2013 – 1,797 2014 – 1,632 2015 – 1,601 2016 – 1,618 2017 – 1,540</p> <p>The local authority dwelling stock has reduced by 3% (167 dwellings) in the six years between 2012 and 2016. However, 2017 saw the first increase in local authority housing stock since 2012 as part of the Council's drive to increase the number properties built by the Council.</p> <p>This change is largely due to demolitions but includes the sale/transfer of dwellings, mostly through the right to buy.</p> <p>The number of vacant properties has steadily declined with only 35 recorded at 1 April 2016 of which only one had been vacant for more than 6 months.</p> <p>The number of households on the housing waiting list has reduced by 25.5% (528 households) between 2012 and 2016.</p>					Local authority housing data:								2012	2013	2014	2015	2016	2017	Total local authority dwelling stock	5,456	5,377	5,367	5,283	5,265	5,289	Total vacant*	104	44	81	67	35	72	Vacant for more than 6 months	39	0	3	2	1	1
Local authority housing data:																																								
	2012	2013	2014	2015	2016	2017																																		
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APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Housing					
Indicator	Darlington Baseline	Comparators	Targets	Trends	Source
Housing type **	2011 Census - Household Space (%):				ONS Census data: https://www.ons.gov.uk/census
	<p>Darlington</p> <p>England</p> <p>North East</p> <p>Legend: ■ Detached ■ Semi-detached ■ Terraced ■ Flat, maisonette or apartment ■ Caravan or other mobile or temporary structure</p>	<p>Compared to the national average, Darlington has a higher proportion semi-detached and terraced houses; and a lower proportion of detached houses and flats.</p> <p>The mix of housing types in Darlington are broadly similar with the North East average.</p>			

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Housing				
Indicator	Darlington Baseline	Comparators	Targets	Trends
Housing Demand **	SHMA 2016 - Size and tenure mix for Darlington 2011-2036:			
	Market Housing			
	Flat	1 bedroom	28	0.4%
		2+ bedroom	265	3.7%
	House	2 bedroom	1,915	27.0%
		3 bedroom	3,960	55.6%
		4 bedroom	870	12.2%
Long term vacancy **	5+ bedroom	89	1.2%	
	Total Market Housing	7,127	100%	
	Affordable Housing			
	Flat	1 bedroom	796	20%
		2+ bedroom	301	7.5%
	House	2 bedroom	1,355	33.6%
		3 bedroom	1,368	34.0%
Affordable housing requirement ***	4+ bedroom	214	5.3%	
	Total Affordable Housing	4,033	100%	
Total		11,160		
Long term vacancy **	1,091 homes were empty for more than 90 days in 2015/16.	Not applicable.	Not applicable.	Housing supply does not match demand. There is a need for more family sized housing. There is a high demand for owner occupied, three bed roomed terraced or semi-detached houses. Stakeholder engagement indicated that the most popular house types to buy are bungalows and detached houses, but there is a lack of supply of these types of dwellings. The relatively higher numbers of 40-54 year olds in Darlington indicates a potential demand for specialist housing for older people as the population ages.
		Not applicable.	Not applicable.	2.2% of the total housing stock was empty for more than 90 days during 2015/16.
Affordable housing requirement ***	There is a need to provide additional affordable housing for 4,033 households over the plan period 2011-36. This is equivalent to 155 households per year and represents 36.2% of the overall housing need identified.	Annual requirements: Middlesbrough: 189 Hartlepool: 144 Stockton: 240 Redcar: 20	Not applicable.	Darlington has the greatest requirement for affordable housing of all LPAs in the sub-region. The total housing requirement of 11,160 additional dwellings is unlikely to provide sufficient affordable housing to meet all of the needs of Darlington. This is because it is unlikely to be viable for developers to provide for the assessed affordable housing need of
				Darlington Strategic Housing Market Assessment, 2015 Part 1: http://www.darlington.gov.uk/media/929307/SHMA-Part-1-Nov-2015.pdf Tees Valley 2012 SHMA Hartlepool Borough Council SHMA Addendum 2016

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Housing					
Indicator	Darlington Baseline	Comparators	Targets	Trends	Source
Total number of affordable housing completions ***	Number of affordable homes provided: 10 (2005/06) 38 (2006/07) 50 (2007/08) 25 (2008/09) 49 (2009/10) 60 (2010/11) 107 (2011/12) 54 (2012/13)	Not available	155 per annum based on the SHMA 2015.	36.2% of all housing required. Shows that the number of affordable houses delivered has fluctuated since 2005, but fall short meeting the identified need.	Stockton Borough Council SHMA 2016 Redcar & Cleveland Council SHMA 2016 Darlington Annual Monitoring Report: http://www.darlington.gov.uk/environment-and-planning/planning-and-environmental-policy/other-statutory-documents/authorities-monitoring-report/
Accommodating Gypsy and Travelling Groups **	Tees Valley assessment recommended that a total of 153 additional residential pitches will be required in the Tees Valley in the period 2007-2026 to meet identified need	Not applicable.	Not applicable.	While the methodology of the Tees Valley assessment has been disputed it does indicate that there is a need for additional Gypsy and Traveller pitches. An updated needs assessment is to be prepared as part of the evidence base to the emerging Local plan.	Tees Valley Gypsy and Traveller Accommodation Needs Assessment (2009) An updated needs assessment is to be prepared as part of the evidence base to the emerging Local plan.

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

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People and Population					
Indicator	Darlington Baseline	Comparators	Targets	Trends	Source
Urban / Rural population	Based on 2011 Census: Darlington town – 86.5% Darlington surrounds – 13.5%	Not applicable	Not applicable	Shows that the majority of the population lives in Darlington town.	ONS Census: https://www.ons.gov.uk/census
Age Structure ***	% change in Darlington's population between 2004 and 2025: 0-14 years – minus 1.9% 15-24 years – minus 1.4% 25-64 years – minus 1.9% 65-74 years – plus 1.4% 75-84 years – plus 1.6% 85+ – plus 1.2% 2011 census population: 0-9 years: 12.0% 10-19 years: 12.1% 20-29 years: 11.9% 30-39 years: 12.7% 40-49 years: 14.8% 50-59 years: 12.9% 60-69 years: 11.3% 70-79 years: 7.6% 80-89 years: 4.2% 90+ years: 0.6% North East and England 0-9: 11.0% (NE) 12.0% (E) 10-19: 11.9% (NE) 12.1% (E) 20-29: 13.3% (NE) 13.7% (E) 30-39: 12.1% (NE) 13.2% (E) 40-49: 14.6% (NE) 14.7% (E) 50-59: 13.1% (NE) 12.1% (E) 60-69: 11.6% (NE) 10.7% (E) 70-79: 7.8% (NE) 7.1% (E) 80-89: 3.8% (NE) 3.9% (E) 90+: 0.6% (NE) 0.7% (E)	Not applicable	Not applicable	Projections show a decrease in those aged 0 to 64 of 5.2% and an increase in those aged 65 to 85+ of 4.2%. Indicates that the population is ageing with the greatest increase in those aged 75-84. As for the regional and national levels, the most populous age bracket in Darlington is that of people in their forties. Compared to the regional level Darlington has a higher proportion of under-10s. Compared to the national level it has a lower proportion of people in their twenties and thirties.	Joint Strategic Needs Assessment 2016 http://www.darlington.gov.uk/your-council/council-information/documents/darlington-joint-strategic-needs-assessment-2016/ Census 2011: https://www.ons.gov.uk/census
Migration into/out of Darlington **	Based on residents usual address at the time of the Census and their address the previous year. 2001 Census: Moved into area from within the UK – 3,125 people Moved into the area from outside the UK – 295 people Moved out of the area – 3,106 people 2011 Census: Moved into area from within the UK	Census results for the North East of England. 2001 Census: Moved into area from within the UK – 35,112 people Moved into the area from outside the UK – 9,768 people Moved out of the area – 37,192 people 2011 Census: Moved into area from within the UK	Not applicable	The number of people migrating into Darlington increase by 14% during the 2001 and 2011 Census, whilst the number moving out of the area also increased by 12%. The net migration figure into Darlington rose from 314 people in 2001 to 403 people in 2011. The number of people migrating into Darlington from outside the UK increased by 99% between the 2001 and 2011 Census. This compares to an increase of 73% across the North East.	ONS Census: https://www.ons.gov.uk/census

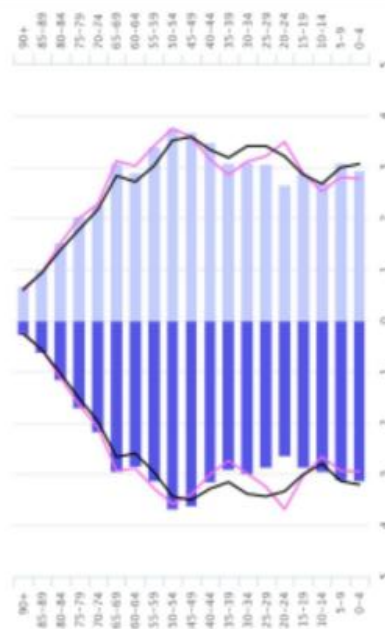
APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

People and Population				
Indicator	Darlington Baseline	Comparators	Targets	Trends
	<p>– 3,301 people</p> <p>Moved into the area from outside the UK</p> <p>– 586 people</p> <p>Moved out of the area</p> <p>– 3,484 people</p>	<p>– 39,441 people</p> <p>Moved into the area from outside the UK</p> <p>– 16,879 people</p> <p>Moved out of the area</p> <p>– 35,814 people</p> <p>2001 Census - England:</p> <p>90.92% White</p> <p>0.89% Chinese/Other Ethnic group</p> <p>1.31% Mixed/Multiple ethnic groups</p> <p>4.57% Asian/Asian British</p> <p>2.3% Black/Black British</p> <p>2011 Census – England:</p> <p>85.5% White</p> <p>2.2% Mixed/Multiple ethnic groups</p> <p>7.7% Asian/Asian British</p> <p>3.4% Black/African/Caribbean/Black British</p> <p>1% Other Ethnic group</p> <p>2011 Census – England: 54,895 people identifying as Gypsy or Irish Traveller (0.1% of the population of England).</p>		<p>The number of people from outside the UK migrating into the North East as a whole actually fell by 1,378 (3.7%) during the 2001 and 2011 Census</p>
Racial Profile	<p>2001 Census:</p> <p>97.86% White</p> <p>0.38% Chinese/Other ethnic group</p> <p>0.61% Mixed/Multiple ethnic groups</p> <p>0.93% Asian/Asian British</p> <p>0.22% Black/Black British</p> <p>2011 Census:</p> <p>96.2% White</p> <p>1% Mixed/Multiple ethnic groups</p> <p>2% Asian/Asian British</p> <p>0.3% Black/African/Caribbean/Black British</p> <p>0.2% Other ethnic group</p> <p>2011 Census: 350 people identifying as Gypsy or Irish Traveller (Roma are treated as an 'other' ethnic group by the census). This equated to 0.3% of the population of Darlington.</p>	<p>2001 Census - England:</p> <p>90.92% White</p> <p>0.89% Chinese/Other Ethnic group</p> <p>1.31% Mixed/Multiple ethnic groups</p> <p>4.57% Asian/Asian British</p> <p>2.3% Black/Black British</p> <p>2011 Census – England:</p> <p>85.5% White</p> <p>2.2% Mixed/Multiple ethnic groups</p> <p>7.7% Asian/Asian British</p> <p>3.4% Black/African/Caribbean/Black British</p> <p>1% Other Ethnic group</p> <p>2011 Census – England: 54,895 people identifying as Gypsy or Irish Traveller (0.1% of the population of England).</p>	<p>Not applicable</p>	<p>ONS Census: https://www.ons.gov.uk/k/census</p> <p>The proportions of all non-white ethnic groups within the Borough are lower than for England as a whole.</p> <p>The proportion of Darlington residents that identify themselves in the 2011 Census as Gypsy and Travellers is three times higher than the national average but equates to only 0.3% of the population.</p>
Deprivation ***	<p>Indices of Multiple Deprivation, 2015 (LSOA):</p> <p>Worst 3% nationally: 5 (5 in 2010)</p> <p>Rank: 986 or below</p> <p>Worst 10% nationally: 10 (10 in 2010)</p> <p>Rank: 3,284 or below</p> <p>Best 20% nationally: 13 (12 in 2010)</p>	<p>Darlington has 65 Lower Super Output Areas</p>		<p>English Indices of Deprivation (2015) - https://www.gov.uk/government/statistics/english-indices-of-deprivation-2015</p> <p>Shows that there is a large gap between those that live in the most deprived and least deprived areas. The gap is widening, mainly at the expense of the more deprived areas.</p> <p>The number of areas within the least deprived 20% and 10% LSOAs in the country has increased in the borough between 2010 and 2015.</p>

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Indicator	People and Population					Trends	Source
	Darlington Baseline	Comparators	Targets				
	Rank 26,276 or above					In 2015 Darlington was ranked as the 122 nd most deprived local authority in England (out of 326 authorities), and improvement on the 2010 position of 104 th . Target should be to decrease the number of LSOA's in the worst 3% and 10%.	
	Best 10% nationally: 6 (2 in 2010)						
	Rank: 29,560 or above						
	Local Authority IMD rankings 2015 (rank of average rank):						
	Domains and Supplementary Indices	Darlington	Hartlepool	Middlesbrough	Redcar & Cleveland	Stockton-on-Tees	
	Income	100	22	13	46	111	
	Employment	66	4	7	21	74	
	Education, skills & training	155	72	24	95	150	
	Health deprivation & disability	63	18	9	29	64	
	Crime	77	106	29	125	174	
	Barriers to housing & services	312	308	233	305	255	
	Living environment	281	309	258	311	315	
	Income Deprivation Affecting Children Index	111	30	17	51	114	
	Income Deprivation Affecting Older People Index	107	31	41	90	112	
	Overall rank	122	32	16	78	130	

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

People and Population																				
Indicator	Darlington Baseline	Comparators	Targets	Trends																
Protected characteristics profile	<p>Age and sex (gender):</p> <p>Age Profile</p> <p>ONS Mid-year population estimates 2015</p>  <p>Total Population = 105,389 (ONS Mid-2015 population estimate) Females = 54,160 (51.4%) Males = 51,229 (48.6%)</p> <p>Disability 2011 Census information shows 19.6% of the population of Darlington have a limiting long term illness.</p> <p>Race See racial profile entry above.</p> <p>In Darlington 2% of the population have a main language that is not English but speak English very well or well. 0.62% of the population cannot speak English or cannot speak English well.</p> <p>Religion or belief</p> <table><tr><th>Religion/belief</th><th>Number</th><th>%</th><th>England %</th></tr><tr><td>All usual residents</td><td>105,564</td><td>100.00%</td><td>100.00%</td></tr><tr><td>Christian</td><td>71,122</td><td>67.37%</td><td>59.38%</td></tr><tr><td>Buddhist</td><td>307</td><td>0.29%</td><td>0.45%</td></tr></table>	Religion/belief	Number	%	England %	All usual residents	105,564	100.00%	100.00%	Christian	71,122	67.37%	59.38%	Buddhist	307	0.29%	0.45%	<p>The Equality Act 2010 introduced the Public Sector Equality Duty requiring local authorities to have due regard to the need to:</p> <ol style="list-style-type: none">1. Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act2. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it3. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it <p>The duty covers the following protected characteristics: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex (gender), and sexual orientation.</p>	<p>Age and sex (gender) There is a relative lack of people aged between 20 and 30 in Darlington compared to the North East and England.</p> <p>There are more females (51.4%) in Darlington than males. This compares to 50.7% for Great Britain and 51.0% in the North East.</p> <p>Disability This is a fall from the 20.4% 2001 census but is higher than the national average of 17.9% for England and Wales.</p> <p>Race The 2011 Census demonstrated that 96.2% of Darlington's population are White and 3.8% from Black and Minority Ethnic (BME) groups, which are defined as everyone who is not White British. This is an increase from 2.1% in 2001 but these populations remain a lower proportion of the population than the North East at 4.7% and England at 14.6%.</p> <p>Religion or belief Darlington has higher percentage (67.37%) of people who identify themselves as Christian than in England (59.38%) but is similar to the results for the North East (67.52%). The next largest religion in Darlington is Muslim at 0.92% of the population.</p>	<p>ONS Census data: https://www.ons.gov.uk/k/census</p> <p>ONS population estimates: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalescotlandandnorthernireland</p> <p>DBC Equality statistics: http://www.darlington.gov.uk/your-council/communities/equality-information/ (provides a more details profile of protected characteristics in Darlington)</p> <p>Joint Strategic Needs Assessment 2016: http://www.darlington.gov.uk/your-council/council-information/documents/darlington-joint-strategic-needs-assessment-2016/</p> <p>Tees Valley Combined Authority, Subnational Population Projections: 2014-based – Darlington Report:</p>
Religion/belief	Number	%	England %																	
All usual residents	105,564	100.00%	100.00%																	
Christian	71,122	67.37%	59.38%																	
Buddhist	307	0.29%	0.45%																	

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

People and Population					Targets	Trends	Source
Indicator	Darlington Baseline		Comparators		<p>Sexual Orientation</p> <p>Based on the ONS Integrated Household Survey (2012) 1.5 % of adults in the UK identified themselves as Gay, Lesbian or Bisexual. 2.7% of 16 to 24 year olds in the UK identified themselves as Gay, Lesbian or Bisexual compared with 0.4 % of 65 year olds and over.</p> <p>The figure of 1.5% implies around 1,300 adults in Darlington identify themselves as Gay, Lesbian or Bisexual. However, Gay Advice Darlington and Durham (GADD) advise caution on relying on these figures, as they only demonstrate what percentage of the population are prepared to divulge their sexual preference to a cold-calling stranger on the doorstep. GADD further point out that the Department of Health and the Home Office use a figure of 6% to 7% of the population as an estimate. This would equate to between 5,000-6,000 adults in Darlington.</p> <p>Gender Reassignment</p> <p>The Home Office 'Report of the interdepartmental working group on transsexual people' based on research from the Netherlands and Scotland, estimates that there are between 1,300 and 2,000 male to female, and between 250 and 400 female to male transsexual people in the UK. However, Press for Change estimate the figures at around 5,000 post-operative transsexual people. Further, GIRES (2008) claims there are 6,200 people who have transitioned to a new gender role via medical intervention and approximately 2,335 full Gender Recognition Certificates have been issued to February 2009.</p> <p>The figures are more diverse when looking at the trans community in the UK, where estimates range from 65,000 (Johnson, 2001, p.7) to 300,000 (GIRES, 2008) (Source: ONS, 2009, Trans Data Position Paper). Locally, GADD advise that they have in excess of 20 trans people awaiting gender service access with the NHS alone.</p>	<p>Sexual Orientation and Gender Reassignment</p> <p>There is very little official information available regarding sexual orientation and gender reassignment. The information provided in the baseline provide an indication only of the national and local position.</p> <p>Pregnancy and maternity</p> <p>Births in Darlington have fluctuated although the overall trend has been downward. There were 89 (6.8%) fewer births in 2015 compared to 2011 (the Crude Live Birth Rate falling from 12.4 to 11.5 births per 1,000 population), compared to 3.4% fewer births across England during the same period. 1.8% of births were to women under 18 years of age, with 60% of births to women aged between 25-34 years. The maternity rate in Darlington has remained fairly stable during the last five years apart from a jump to 67.5 per 1,000 women aged 15 to 44 in 2012.</p> <p>Marriage and civil partnership</p> <p>At 46.8%, the percentage of Darlington's population aged 16 and over that were married in 2011 was slightly higher than the national and regional position, at 46.6% and 45.6% respectively. However, the percentage of the population aged 16 and over in a same-sex civil partnership was lower</p>	<p>https://teesvalley-ca.gov.uk/wp-content/uploads/2016/03/Darlington-2014-SNPP-report.pdf</p> <p>ONS - Integrated Household Survey April 2011 to March 2012: Experimental Statistics: http://webarchive.natio.nalarchives.gov.uk/20160129164028/http://www.ons.gov.uk/ons/dc/p171778_280451.pdf</p> <p>Trans Data Position Paper 2009: https://www.ons.gov.uk/methodology/classificationsandstandards/measuringequality/genderidentity/genderidentityupdate</p> <p>ONS - Birth by mothers' usual area of residence in UK: https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/livebirths/datasets/birthsbyareaofofusualresidenceofmotheruk</p> <p>Marriages in England and Wales 2014 – Statistical Bulletin: https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/marriagecohabitationandcivil</p>
	Hindu	317	0.30%	1.52%			
	Jewish	45	0.04%	0.49%			
	Muslim	971	0.92%	5.02%			
	Sikh	361	0.34%	0.79%			
	Other religion	310	0.29%	0.43%			
	No religion	25,415	24.08%	24.74%			
	Religion not stated	6,716	6.36%	7.18%			
Source: 2011 Census							

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

People and Population				
Indicator	Darlington Baseline	Comparators	Targets	Trends
	Pregnancy and maternity In 2015 there were 1,217 live births (including multiple births) in Darlington: 631 male and 586 female. This equates to a Crude Live Birth Rate of 11.5 births per 1,000 population (all persons and all ages).			at 0.16% compared to 0.2% nationally and regionally.
	There 1,208 registered maternities in 2015, a maternity rate of 62.8 per 1,000 women aged 15 to 44. A maternity is a pregnancy resulting in the birth of one or more children, including stillbirths.			Nationally, there has been a decrease in the rate of marriage between opposite sex couples over the past couple of decades.
	Marriage and civil partnership (limited to the elimination of discrimination, harassment and victimisation) The 2011 Census identified 39,963 people in Darlington that were married and 135 in a registered same-sex civil partnership. In addition, there were a further 2,409 people that were separated but still legally married/in a civil partnership.			Same sex marriage has only been possible since 29 March 2014. During 2014 there were 4,850 marriages between same sex couples, of which 56% were female couples.
				partnerships/bulletins/marriagesinenglandanddwalesprovisional/2014#main-points

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Stronger Communities					
Indicator	Darlington Baseline	Comparators	Targets	Trends	Source
Social integration ★	<p>NI1: % of people who believe people from different backgrounds get on well together in their local area:</p> <p>79% (2006/07) 80% (2008/09)</p> <p>65% (2018)</p>	<p>England: 76.4 (2008/09)</p> <p>North East: 73.8 (2008/09)</p>	Not available	<p>Shows a slight improvement in perceptions of social integration. The majority of respondents feel that people from different backgrounds do get on well together in Darlington.</p> <p>However, a more recent figure from the Darlington 2018 Community Survey indicates a sharp decrease in respondents feel that people from different backgrounds do get on well together in Darlington.</p> <p>Darlington 2018 Community Survey https://www.darlington.gov.uk/your-council/news/one-darlington/</p>	<p>DATA.GOV.UK: https://data.gov.uk/dga/a/search?tags=national-indicators (National Indicators have been discontinued).</p>
Influence ★★	<p>NI4: % of people who feel they can influence decisions in their locality:</p> <p>29.9% (2008/09)</p> <p>40% (2018)</p>	<p>England: 28.9 (2008/09)</p> <p>North East: 28.0 (2008/09)</p>	<p>Local Targets: 31% (2008/09) 33% (2009/10) 35% (2010/11)</p>	<p>The Council did not meet the 2008/09 target and overall the majority of respondents (70%) felt that they cannot influence decisions.</p> <p>However, the results from the Darlington 2018 Community Survey indicate an improvement in this indicator.</p>	<p>DATA.GOV.UK: https://data.gov.uk/dga/a/search?tags=national-indicators (National Indicators have been discontinued).</p> <p>Darlington Borough Council Corporate Plan 2008-2012</p> <p>Darlington 2018 Community Survey https://www.darlington.gov.uk/your-council/news/one-darlington/</p>
Involvement – election turnout ★★	<p>Local elections: 2007 - 40.5% 2011 – 41% 2015 – 62.6%</p> <p>General election (2010): Darlington constituency - 62.9% Sedgfield constituency - 62.1%</p> <p>General Election (2015): Darlington constituency - 62.7% Sedgfield constituency - 61.6%</p>	<p>2010 General Election: UK - 65.11% North East - 61.08%</p> <p>2015 General Election: UK - 66.4% North East - 61.8%</p>	<p>The target should be to increase the turnout.</p>	<p>Involvement in local elections has increased over recent elections.</p> <p>The turnout at the Darlington constituency was 3.7% below the national level of 66.4% in 2015.</p> <p>The level of involvement in the 2010 and 2015 general</p>	<p>Darlington Borough Council: http://www.darlington.gov.uk/your-council/democracy/elections-and-electoral-registration/election-results/</p> <p>Electoral Commission</p>

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Satisfaction ★★	<p>DBC Community Survey 2013: Overall satisfaction with local area as a place to live. Very satisfied – 24.3% Fairly satisfied – 51.6% Neither satisfied nor dissatisfied – 11.5% Fairly dissatisfied – 8.9% Very dissatisfied – 3.6%</p> <p>DBC Community Survey 2018 Very satisfied – 25% Fairly satisfied – 50.4% Neither satisfied nor dissatisfied – 9% Fairly dissatisfied – 10.4% Very dissatisfied – 4.9%</p>			<p>elections remained fairly constant at just over 60%.</p> <p>Shows that the majority of respondents are satisfied with Darlington as a place to live.</p> <p>During the 2013 Community Survey 75.9% of the respondents were very/fairly satisfied with the local area as a place to live with this level maintained in the 2018 survey.</p> <p>However the percentage of respondents either fairly/very dissatisfied increased between 2013 and 2018 by 2.8%.</p>	<p>http://www.electoralcommission.org.uk/elections/results</p> <p>Darlington Community Survey 2013: http://www.darlington.gov.uk/your-council/council-information/statistics/public-surveys/</p> <p>Darlington 2018 Community Survey https://www.darlington.gov.uk/your-council/news/one-darlington/</p> <p>Darlington Borough Council Corporate Plan 2008-2012</p>
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APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Culture				
Indicator	Darlington Baseline	Comparators	Targets	Trends
Cultural facilities and venues	Darlington contains a number of cultural facilities and venues, including: <ul style="list-style-type: none">Two libraries<ul style="list-style-type: none">- Crown Street library- Cockerton libraryHead of Steam: Darlington Railway MuseumCrown Street Art GalleryThe Bridge Centre for Visual ArtsMajestic TheatreDarlington Civic Theatre (due to reopen as The Hippodrome in Autumn 2017 following a major refurbishment)Two cinemas<ul style="list-style-type: none">- Odeon- VUEThe Forum Music CentreHarrowgate Hill Club and InstituteCentral Hall at The Dolphin CentreNine community centres<ul style="list-style-type: none">- Clifton Community Centre- Firthmoor Community Centre- Havelock Street Community Centre- Holy Trinity Youth and Community Centre- Hurworth Grange Community Centre- Middleton St George Community Centre- Red Hall Community Centre- St Augustine's Parish Centre- Willow Road Community Centre	Not applicable.	Creative Darlington was created in 2012 with the aim of looking at the development of arts in the borough and encouraging more people to discover their creative side. Creative Darlington also had the task of finding new ways of working and developing arts finance from new sources. Creative Darlington has supported local and national events such as the Festival of Thrift as well as local arts organisations and artists, helping them to secure sponsorship and funding.	
				Source Darlington Borough Council: http://www.darlington.gov.uk/leisure-and-culture.aspx Darlington for Culture: http://www.darlingtonforculture.org/ Darlington People's Information Point: https://darlington.fsd.org.uk/kb5/darlington/fsd/home.page
Library Services	Number of visits to the Library – 236,334 Number of book loans – 281,173 Number of ICT sessions – 44,908 Number of users of Local Studies – 7,299	N/A	260,000 305,000 50,300 9,000	Number of total book loans is down, although both Cockerton and Crown Street saw small increases in book loans on 2016/17. The difference on last year is loss of the Mobile service which contributed over 19,000 book issues in 2016/17. N/A
Visits to museums or galleries	Head of Steam Visitor Attendance Statistics 2017-18 – 39562	N/A	N/A	Head of Steam – Darlington Railway Museum
Engagement in the arts	Number of Performances: DH – 171 (17/18)	N/A	Performances DH – 363 (18/19)	DBC KPI's Darlington Hippodrome

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

	TH – 59 (17/18) Number of Attendances: DH – 81,512 (17/18) TH – 6117 (17/18)		TH – 239 (18/19) Attendances DH – 173,013 (18/19) TH – 13,801 (18/19)		
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APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Health and Wellbeing					
Indicator	Darlington Baseline	Comparators	Targets	Trends	Source
Male and female life expectancy at birth (years) ★★	Males: 76.5 (2006/08) 77.3 (2008/10) 77.8 (2010/12) 78.2 (2012/14) 78.2 (2014/16)	North East Males: 76.4 (2006/08) 77.8 (2010/12) 77.9 (2012/14) 77.8 (2014/16) England Males: 77.9 (2006/08) 79.2 (2010/12) 79.5 (2012/14) 79.5 (2014/16) North East Females: 80.6 (2006/08) 81.6 (2010/12) 81.7 (2012/14) 81.5 (2014/16) England Females: 82.0 (2006/08) 83.0 (2010/12) 83.2 (2012/14) 83.1 (2014/16)	Should be to increase life expectancy to national averages or above.	Shows an increase of 1.7 years in male life expectancy over the period 2006/16. Previously above the regional average, Darlington's male life expectancy is now 0.4 years higher than the regional average but 1.3 years behind the national average.	ONS Life expectancy at birth by Local Authority: https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandlifeexpectancies/datasets/disabilityfree-life-expectancy-dflea https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandlifeexpectancies/datasets/healthylife-expectancy-hleandlifeexpectancy-at-birth-by-regional-average ONS Life expectancy at birth by Region: https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandlifeexpectancies/datasets/healthylife-expectancy-hleandlifeexpectancy-at-birth-by-regional-average Public Health England, Darlington Health Profile 2015: http://www.darlington.gov.uk/media/906948/15-06-04-Darlington-Health-Profile-2015.pdf
Early Deaths: Circulatory Diseases ★★★	NI121: Mortality rate from all circulatory diseases at age under 75: 78.81 (05) 86.97 (06) 88.1 (07) 84.48 (08)	North East: 97.64 (05) 96.1.3B1 (06) 87.63 (07) 81.08 (08) England: 84.03 (05) 79.00 (06) 74.40 (07) 71.02 (08)	Health PSA: Reduce mortality rates by 2010 from heart disease and stroke and related diseases by at least 40% in people under 75	Shows an increase of 5.67 early deaths from circulatory disease in Darlington over the period 2005/08. Early deaths are above the regional and national averages	DATA.GOV.UK: https://data.gov.uk/data/search?tags=national-indicators (National Indicators have been discontinued).

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Health and Wellbeing

Indicator	Darlington Baseline	Comparators	Targets	Trends	Source																																															
Obesity ***	Prevalence of obesity among primary school age children in Reception Year (%): <table><tr><th></th><th>Darlington</th><th>North East</th><th>England</th></tr><tr><td>2006/07</td><td>10.5</td><td>*</td><td>9.9</td></tr><tr><td>2007/08</td><td>10.0</td><td>10.7</td><td>9.6</td></tr><tr><td>2008/09</td><td>8.9</td><td>10.2</td><td>9.6</td></tr><tr><td>2009/10</td><td>8.7</td><td>10.2</td><td>9.8</td></tr><tr><td>2010/11</td><td>9.8</td><td>9.9</td><td>9.4</td></tr><tr><td>2011/12</td><td>9.2</td><td>10.8</td><td>9.5</td></tr><tr><td>2012/13</td><td>8.8</td><td>10.3</td><td>9.3</td></tr><tr><td>2013/14</td><td>11.2</td><td>10.4</td><td>9.5</td></tr><tr><td>2014/15</td><td>10.3</td><td>10.1</td><td>9.1</td></tr><tr><td>2015/16</td><td>10.0</td><td>10.7</td><td>9.3</td></tr><tr><td>2016/17</td><td>10.6</td><td>10.7</td><td>9.6</td></tr></table> *Value not published for quality reasons.		Darlington	North East	England	2006/07	10.5	*	9.9	2007/08	10.0	10.7	9.6	2008/09	8.9	10.2	9.6	2009/10	8.7	10.2	9.8	2010/11	9.8	9.9	9.4	2011/12	9.2	10.8	9.5	2012/13	8.8	10.3	9.3	2013/14	11.2	10.4	9.5	2014/15	10.3	10.1	9.1	2015/16	10.0	10.7	9.3	2016/17	10.6	10.7	9.6	By 2020 to have reduced the proportion of overweight and obese children to 2000 levels.	Shows a increase in obesity amongst Reception Year and Year 6 children of 0.1%. Higher rates of obesity are prevalent amongst children in Year 6 as opposed to younger children in Reception years. Darlington has a higher obesity rate that the national average in both reception and year 6. Prevalence of obesity in Darlington has increased at a greater rate than nationally.	National Child Measurement Programme – Local Authority Profile: http://fingertips.phe.org.uk/profile/national-child-measurement-programme Single Needs Assessment for Darlington 2011/12: http://www.darlington.gov.uk/media/316021/Darlington_SNA-2012.pdf
	Darlington	North East	England																																																	
2006/07	10.5	*	9.9																																																	
2007/08	10.0	10.7	9.6																																																	
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2010/11	9.8	9.9	9.4																																																	
2011/12	9.2	10.8	9.5																																																	
2012/13	8.8	10.3	9.3																																																	
2013/14	11.2	10.4	9.5																																																	
2014/15	10.3	10.1	9.1																																																	
2015/16	10.0	10.7	9.3																																																	
2016/17	10.6	10.7	9.6																																																	
	Prevalence of obesity among primary school age children in Year 6 (%): <table><tr><th></th><th>Darlington</th><th>North East</th><th>England</th></tr><tr><td>2006/07</td><td>20.9</td><td>*</td><td>17.5</td></tr><tr><td>2007/08</td><td>20.1</td><td>20.8</td><td>18.3</td></tr><tr><td>2008/09</td><td>19.5</td><td>20.4</td><td>18.3</td></tr><tr><td>2009/10</td><td>19.4</td><td>20.6</td><td>18.7</td></tr><tr><td>2010/11</td><td>16.8</td><td>21.4</td><td>19.0</td></tr><tr><td>2011/12</td><td>17.8</td><td>22.1</td><td>19.2</td></tr><tr><td>2012/13</td><td>18.8</td><td>20.9</td><td>18.9</td></tr><tr><td>2013/14</td><td>18.4</td><td>21.2</td><td>19.1</td></tr><tr><td>2014/15</td><td>20.2</td><td>21.5</td><td>19.1</td></tr><tr><td>2015/16</td><td>21.0</td><td>22.4</td><td>19.8</td></tr></table> *Value not published for quality reasons.		Darlington	North East	England	2006/07	20.9	*	17.5	2007/08	20.1	20.8	18.3	2008/09	19.5	20.4	18.3	2009/10	19.4	20.6	18.7	2010/11	16.8	21.4	19.0	2011/12	17.8	22.1	19.2	2012/13	18.8	20.9	18.9	2013/14	18.4	21.2	19.1	2014/15	20.2	21.5	19.1	2015/16	21.0	22.4	19.8							
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	Ten year average (2016-2016): Darlington – 19.3% North East – 21.3% England – 18.8%																																																			
Excess Weight in adults *	Excess weight in adults (including obesity): 2012/14 – 64.9% 2013/15 – 65.4% 2016/17 – 65%	North East 68.6% – 2012/14 69.6% – 2013/15 66.1% – 2016/17 England 64.6% - 2012/14 64.8% – 2013/15	Not applicable.	While the percentage of adults in Darlington that are overweight has increased between the years of 2012/14 and 2016/17, the overall level has remained fairly constant.	Public Health England – Health Profiles: http://fingertips.phe.org.uk/profile/health-profiles																																															

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Health and Wellbeing					
Indicator	Darlington Baseline	Comparators	Targets	Trends	Source
	2011/12 – 13/14 - 84.8 2012/13 – 14/15 – 76.2 2013/14 – 15/16 – 58.7 2015/16 – 16/17 – 35	2011/12 – 13/14 - 40.1 2012/13 – 14/15 – 36.6 2013/14 – 15/16 – 37.4 2015/16 – 16/17 – 34		was in line with the national rate.	
Dementia **	2015-16 QOF data for Darlington CCG indicates a prevalence of 1.00% for dementia for Darlington. Dementia prevalence is predicted to increase in Darlington between 2014 and 2030. The proportion of people aged 65 and over with dementia in Darlington is predicted to increase from 1,408 in 2014 to 2,269 by 2030, a rise of nearly 900 cases.	North of England average of 0.8% and an England average of 0.76%.	Not applicable.	The prevalence of dementia in Darlington is higher than the regional and national average.	2015/16 NHS Quality and Outcomes Framework: http://content.digital.nhs.uk/qof Joint Strategic Needs Assessment 2016: http://www.darlington.gov.uk/your-council/council-information/documents/darlington-joint-strategic-needs-assessment-2016/

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Education and Skills				
Indicator	Darlington Baseline	Comparators	Targets	Trends
Total number of schools (with breakdown of subscription) ***	<p>Education establishments in Darlington (January 2017):</p> <ul style="list-style-type: none"> Nursery schools - 2 Infant & Junior schools - 2 Oversubscribed (2016 intake) - 2 Primary - 25 Oversubscribed (2016 intake) - 23 Secondary - 7 Oversubscribed (2016 intake) - 6 Special School - 1 Free School - 2 Private Schools - 3 Colleges - 2 	<p>North East and England achievement:</p> <p>2010/11 – 56.8% (NE), 59.0% (E)</p> <p>2011/12 – 58.5% (NE), 59.4% (E)</p> <p>2012/13 – 59.3% (NE), 59.2% (E)</p> <p>2013/14 – 54.6% (NE), 53.4% (E)</p> <p>2014/15 – 55.4% (NE), 53.8% (E)</p> <p>2015/16 – 56.3% (NE), 53.5% (E)</p>	Not applicable	<p>The total number of schools may change over time in the Borough. 2016 intake application levels show that most of the Borough's infant & junior and primary schools are over-subscribed. Only one primary and one secondary school received fewer applications than they had places. Overall demand outweighs supply.</p> <p>Secondary Schools Admissions Guide 2017/18 http://www.darlington.gov.uk/media/1235542/Primary_Guide_for_Parents_2017-2018.pdf</p> <p>Primary Schools Admissions Guide 2017/18 http://www.darlington.gov.uk/media/1228529/Secondary-Guide-for-Parent-2017-18.pdf</p> <p>Source Primary Schools Admissions Guide 2017/18 http://www.darlington.gov.uk/media/1235542/Primary_Guide_for_Parents_2017-2018.pdf</p>
Educational achievement ***	<p>Percentage of 16 year olds achieving 5 or more A - C grades at GCSE including English and Maths (and Level 2 Equivalent):</p> <p>2010/11 – 65.7%</p> <p>2011/12 – 62.2%</p> <p>2012/13 – 64.8%</p> <p>2013/14 – 56.9%</p> <p>2014/15 – 52.5%</p> <p>2015/16 – 56.7%</p>	<p>North East and England achievement:</p> <p>2010/11 – 56.8% (NE), 59.0% (E)</p> <p>2011/12 – 58.5% (NE), 59.4% (E)</p> <p>2012/13 – 59.3% (NE), 59.2% (E)</p> <p>2013/14 – 54.6% (NE), 53.4% (E)</p> <p>2014/15 – 55.4% (NE), 53.8% (E)</p> <p>2015/16 – 56.3% (NE), 53.5% (E)</p>	<p>Local Targets:</p> <p>53.0% (10/11)</p>	<p>Shows that the percentage of pupils attaining 5 or more A-C grades has reduced over the five year period from 2010/11 to 2015/16. This mirrors similar changes in educational achievement nationally.</p> <p>Achievements in Darlington are above the national and regional levels.</p> <p>Source Tees Valley Combined Authority statistics: https://teesvalley-ca.gov.uk/InstantAtlas/DISTRICTS/report_District_EH.html</p> <p>Darlington Borough Council Corporate Plan 2008-2012</p>
Not in Education, Employment or Training (NEET) ***	<p>Percentage of 16-18 year olds Not in Education, Employment or Training (NEET):</p> <p>2011 – 11.2%</p> <p>2012 – 8.3%</p> <p>2013 – 6.7%</p> <p>2014 – 6.9%</p> <p>2015 – 6.4%</p>	<p>North East and England achievement:</p> <p>2011 – 8.8% (NE), 6.1% (E)</p> <p>2012 – 8.3% (NE), 5.7% (E)</p> <p>2013 – 7.6% (NE), 5.3% (E)</p> <p>2014 – 7.0% (NE), 4.7% (E)</p> <p>2015 – 5.7% (NE), 4.2% (E)</p>	<p>Local Targets:</p> <p>6.40% (2008/09)</p> <p>6.20% (2009/10)</p> <p>5.70% (2010/11)</p>	<p>Shows a decrease in the % of 16 to 18 year olds who are not in education or training over the 2011 to 2015 period of 4.8%.</p> <p>The 2010/11 target contained in the Corporate Plan 2008-12 was not met.</p> <p>Darlington's level of NEETs in 2015 was above both the regional the national averages.</p> <p>Source Tees Valley Combined Authority statistics: https://teesvalley-ca.gov.uk/InstantAtlas/DISTRICTS/report_District_EH.html</p> <p>Darlington Borough Council Corporate Plan 2008-2012</p>

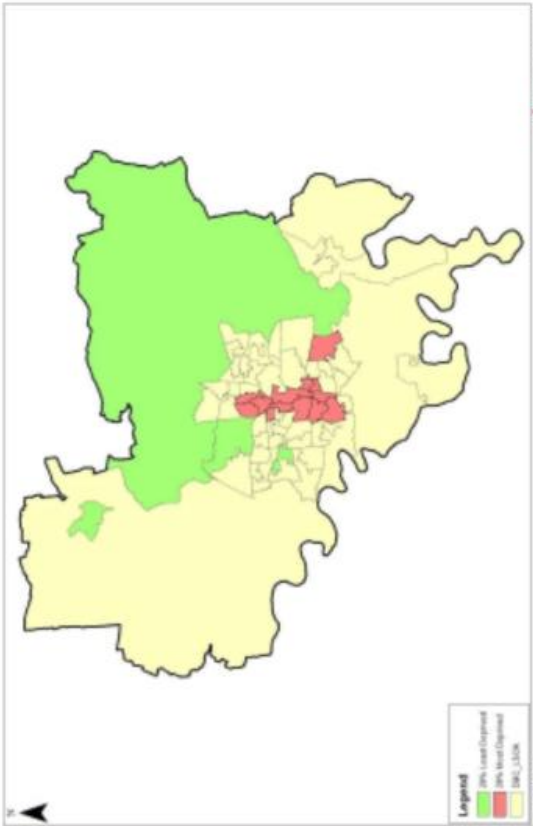
APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Education and Skills					
Indicator	Darlington Baseline	Comparators	Targets	Trends	Source
Qualifications (population aged 16-64) **	<p>Percentage of working age population with no qualifications</p> <p>– 2011 – 11.1% 2012 – 12.7% 2013 – 9.7% 2014 – 9.1%</p> <p>Working age population qualifications:</p> <p>2010 – NVQ1 or over: 82.1% NVQ2 or over: 69.2% NVQ3 or over: 51.8% NVQ4 or over: 30.8%</p> <p>2014 – NVQ1 or over: 84.6% NVQ2 or over: 73.6% NVQ3 or over: 56.0% NVQ4 or over: 30.3%</p>	<p>No qualifications – North East and England:</p> <p>2011 – 12.4% (NE), 10.7% (E) 2012 – 11.9% (NE), 9.7% (E) 2013 – 10.8% (NE), 9.4% (E) 2014 – 10.0% (NE), 8.8% (E)</p> <p>NVQ4 and above:</p> <p>North East: 2010 – 25.5% 2014 – 28.4%</p> <p>England: 2010 – 31.3% 2014 – 36.0%</p>	<p>Target should be to reduce the % of working age population who have no qualifications.</p>	<p>The % of working age population with no qualifications has decreased between 2011 and 2014, to a level below the regional average but marginally higher than the national average.</p> <p>The proportion of people with qualifications at the level of NVQ4 or above is significantly higher than the North East average, though lower than the national average.</p>	<p>Tees Valley Combined Authority statistics: https://teesvalley-ca.gov.uk/InstantAtlas/DISTRICTS/report_District_EH.html</p>
Skills ***	<p>NI174: Skills gaps in the current workforce reported by employers</p> <p>2005 - 25% 2007 - 22% 2009 – 23%</p>	<p>North East: 2009 - 20% England: 2005 - 16% 2007 - 15% 2009 – 19%</p>	<p>Target should be to reduce the skills gap</p>	<p>The skills gap in Darlington is decreasing. However, the gap is greater than the regional and national averages.</p>	<p>DATA.GOV.UK https://data.gov.uk/dataset/n1-174-skills-gaps-in-the-current-workforce-reported-by-employers</p>

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

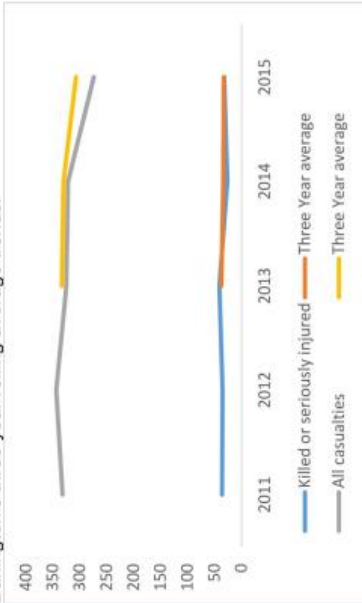
Indicator	Darlington Baseline Durham Constabulary - Performance figures for 12 months to March 2017 for Darlington: Offence	Community Safety				Trends	Source
		Comparators		Targets			
Incidents of crime at borough level ***		12 mths to end of Mar 2016	12 mths to end of Mar 2017	Diff.	% Diff.		
	ALL CRIME	7,929	10,189	2,260	28.5%		
	VICTIM BASED CRIME	7,217	9,127	1,910	26.5%		
	Violence against the person	1,959	2,912	953	48.6%		
	Sexual offences	227	259	32	14.1%		
	Robbery	37	54	17	45.9%		
	Theft offences	3,790	4,191	401	10.6%		
	Dwelling burglary	329	435	106	32.2%		
	Other burglary	585	670	85	14.5%		
	Theft of vehicle	123	130	7	5.7%		
	Theft from vehicle	465	600	135	29.0%		
	Theft from person	83	84	1	1.2%		
	Theft of pedal cycles	215	230	15	7.0%		
	Shoplifting	1,006	973	-33	-3.3%		
	Other theft offences	903	963	60	6.6%		
	Criminal damage	1,204	1,708	504	41.9%		
	ALL INCIDENTS	35,286	36,030	744	2.1%		

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Community Safety				
Indicator	Darlington Baseline	Comparators	Targets	Trends
Fear of crime **	 <p>Legend</p> <ul style="list-style-type: none"> 10% or more of residents surveyed that feel unsafe at night 5% to 10% of residents surveyed that feel unsafe at night 0% to 5% of residents surveyed that feel unsafe at night <p>1:75,000 A13</p> <p>Darlington Borough Council</p>	Not available	Not available	Shows a reduction of 6.4% in the percentage of residents surveyed who felt unsafe whilst outside at night between the surveys undertaken in 2003 and 2013. However the percentage has fluctuated during the intervening years.
		Not available	Not available	Shows an increase, by 1.3%, in the percentage of residents surveyed that feel unsafe whilst outside during the day between the surveys undertaken in 2003 and 2013. However the percentage has
				<p>Darlington Borough Council community surveys:</p> <p>http://www.darlington.gov.uk/your-council/council-information/statistics/public-surveys/</p>

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Community Safety

Indicator	Darlington Baseline	Comparators	Targets	Trends	Source																																		
Anti – social behaviour ★	2013 – 4.5% NI17: Perceptions of anti-social behaviour: 2006/07 - 23% 2008/09 - 17% A high perception of ASB is a score of 11 or above. The indicator is the % of respondents whose score was 11 or above.	England: 2008/09 - 20% North East: 2008/09 - 21.2%	Local Targets: 2008/09 - 22% 2009/10 - 21.5% 2010/11 - 19.5%	fluctuated during the intervening years. Shows that high perceptions of anti-social behaviour are decreasing and are below regional and national averages. Darlington exceeded the 08/09 target for this indicator by 5%.	DATA.GOV.UK: https://data.gov.uk/datasets/search?tags=national-indicators (National Indicators have been discontinued). Darlington Borough Council Policy Department																																		
Road accident casualties ★	Reported casualties by severity in Darlington: <table><thead><tr><th></th><th>Killed</th><th>Seriously injured</th><th>Killed or seriously injured</th><th>Slightly injured</th><th>All casualties</th></tr></thead><tbody><tr><td>2011</td><td>0</td><td>36</td><td>36</td><td>296</td><td>332</td></tr><tr><td>2012</td><td>3</td><td>32</td><td>35</td><td>309</td><td>344</td></tr><tr><td>2013</td><td>6</td><td>35</td><td>41</td><td>284</td><td>325</td></tr><tr><td>2014</td><td>3</td><td>23</td><td>26</td><td>296</td><td>322</td></tr><tr><td>2015</td><td>0</td><td>32</td><td>32</td><td>242</td><td>274</td></tr></tbody></table> Darlington's three year rolling average trends: 		Killed	Seriously injured	Killed or seriously injured	Slightly injured	All casualties	2011	0	36	36	296	332	2012	3	32	35	309	344	2013	6	35	41	284	325	2014	3	23	26	296	322	2015	0	32	32	242	274	Not applicable. The three year rolling average for the number of people killed or seriously injured in road accidents, and for all casualties, shows downward trends in Darlington in the years leading up to 2015. This reflects the national trend over the same period. Fatalities on the roads in the North East increased by 9% between 2014-15, but reduced in Darlington.	National Statistics, Reported Road Casualties in Great Britain: https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-main-results-2015
	Killed	Seriously injured	Killed or seriously injured	Slightly injured	All casualties																																		
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APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Economy and Employment

Indicator	Darlington Baseline	Comparators	Targets	Trends	Source																																																									
Number of VAT registered enterprises **	Total number of VAT registered enterprises: 2,590 (2010) 2,530 (2011) 2,625 (2012) 2,635 (2013) 2,685 (2014) 3,020 (2015) 3,100 (2016) 20% increase in the number of registered businesses over the period 2010 to 2016.	North East: 21% increase over the period 2010 to 2017 in the number of VAT registered enterprises. Great Britain: 22% increase over the period 2010 to 2017 in the number of VAT registered enterprises.	Not applicable.	Shows a net increase of 510 new businesses in the borough over the period 2010 to 2017. This percentage increase slightly below regional and national figures.	NOMIS District Profile: https://www.nomisweb.co.uk/reports/lmp/la/1946157057/report.aspx																																																									
Enterprise births/deaths **	Enterprise births as a percentage of all active enterprises in that year: 2010 – 9.5% 2011 – 11.3% 2012 – 11.8% 2013 – 13.4% 2014 – 12.9% 2015 – 12.8% Enterprise deaths as a percentage of all active enterprises in that year: 2010 – 11.6% 2011 – 10.8% 2012 – 11.1% 2013 – 10.0% 2014 – 9.9% 2015 – 10.2%	Enterprise births - UK and North East comparators: 2010 – 10.0% (UK), 9.4% (NE) 2011 – 11.2% (UK), 11.2% (NE) 2012 – 11.4% (UK), 11.4% (NE) 2013 – 14.1% (UK), 14.7% (NE) 2014 – 13.7% (UK), 14.0% (NE) 2015 – 14.3% (UK), 13.6% (NE) Enterprise deaths - UK and North East comparators: 2010 – 10.6% (UK), 10.9% (NE) 2011 – 9.8% (UK), 9.8% (NE) 2012 – 10.6% (UK), 11.0% (NE) 2013 – 9.7% (UK), 9.9% (NE) 2014 – 9.7% (UK), 10.3% (NE) 2015 – 9.4% (UK), 9.6% (NE)	No local targets set	Darlington experienced enterprise birth rates above national and regional levels between 2010 and 2012. However, birth rates fell below national and regional levels between 2013 and 2015. Birth rates in Darlington have been in decline since 2013. The rate of business deaths in Darlington has between 2010 and 2015 has been higher than the regional and national averages.	Tees Valley Combined Authority statistics: https://teesvalley-ca.gov.uk/InstantAtlas/DISTRICTS/report_District_EH.html																																																									
Business survival rates *	Percentage of newly born enterprises surviving 1 and 3 years: <table><thead><tr><th></th><th colspan="2">Darlington</th><th colspan="2">North East</th><th colspan="2">UK</th></tr><tr><th></th><th>1 year</th><th>3 years</th><th>1 year</th><th>3 years</th><th>1 year</th><th>3 years</th></tr></thead><tbody><tr><td>2009</td><td>91.9%</td><td>58.1%</td><td>92.2%</td><td>58.9%</td><td>90.8%</td><td>59.6%</td></tr><tr><td>2010</td><td>89.5%</td><td>57.9%</td><td>88.3%</td><td>57.3%</td><td>86.7%</td><td>57.1%</td></tr><tr><td>2011</td><td>94.0%</td><td>59.7%</td><td>93.7%</td><td>59.4%</td><td>93.1%</td><td>60.5%</td></tr><tr><td>2012</td><td>92.9%</td><td>61.4%</td><td>92.2%</td><td>60.4%</td><td>91.2%</td><td>59.4%</td></tr><tr><td>2013</td><td>93.8%</td><td>-</td><td>94.3%</td><td>-</td><td>93.5%</td><td>-</td></tr><tr><td>2014</td><td>93.8%</td><td>-</td><td>92.3%</td><td>-</td><td>92.2%</td><td>-</td></tr></tbody></table>						Darlington		North East		UK			1 year	3 years	1 year	3 years	1 year	3 years	2009	91.9%	58.1%	92.2%	58.9%	90.8%	59.6%	2010	89.5%	57.9%	88.3%	57.3%	86.7%	57.1%	2011	94.0%	59.7%	93.7%	59.4%	93.1%	60.5%	2012	92.9%	61.4%	92.2%	60.4%	91.2%	59.4%	2013	93.8%	-	94.3%	-	93.5%	-	2014	93.8%	-	92.3%	-	92.2%	-	ONS Business Demography 2014 & 2015: https://www.ons.gov.uk/businessindustryandtrade/business/activitiesandlocation/dataset/s/businessdemographyreferencetable
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APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Economy and Employment									
Employment by occupation ★★	Employment by occupation as a percentage of all persons in employment:								
		Darlington		North East		Great Britain			
		2012	2017	2012	2017	2012	2017		
	Managers, directors and senior officials	8.8%	10%	8.2%	8.8%	10.0%	10.9%		
	Professional occupations	14.3%	17.6%	16.4%	18.7%	19.2%	20.3%		
	Associate professional & technical	14.0%	12.4%	13.2%	11.9%	14.0%	14.5%		
	Administrative & secretarial	11.1%	11.7%	11.1%	11.3%	11.1%	10.2%		
	Skilled trades occupations	9.1%	8.4%	11.3%	10.8%	10.8%	10.1%		
	Caring, leisure and other service occupations	8.9%	10.4%	9.4%	10.5%	9.1%	9.0%		
	Sales and customer service occupations	13.7%	9.9%	10.0%	9.6%	8.1%	7.6%		
Employment distribution by industry ★	Process plant & machine operatives	6.5%	7.7%	7.8%	7.7%	6.4%	6.3%		
	Elementary occupations	13.3%	11.7%	12.3%	10.4%	10.9%	10.6%		
	Employment distribution by major industry group as a percentage of all persons in employment:								
		Darlington		North East		Great Britain			
		2010	2014	2010	2014	2010	2014		
	Production less manufacturing	0.2%	0.3%	1.3%	1.3%	1.2%	1.2%		
	Manufacturing	13.8%	7.0%	10.9%	10.6%	8.7%	8.4%		
	Construction	3.9%	2.6%	5.2%	4.6%	4.9%	4.7%		
	Distribution	25.2%	26.1%	25.9%	27.1%	27.8%	27.8%		
	Information & communication	8.7%	6.1%	2.8%	2.7%	3.8%	4.1%		
	Public admin, health and education	27.8%	32.6%	33.3%	33.2%	28.0%	26.9%		
	Professional & business services	15.8%	22.1%	15.9%	16.6%	20.8%	22.5%		
	Other Services	4.6%	3.1%	4.6%	4.0%	4.7%	4.5%		
<p>In the professional occupations and skilled trades Darlington had a lower proportion of its citizens employed than the national and regional averages in 2017.</p> <p>In administrative/secretarial, car/leisure, sales/customer service and elementary occupations, it had a higher proportion.</p> <p>For the remaining types of employment the proportion of Darlington citizens employed was somewhere between the national and regional averages in 2017.</p> <p>The three largest sectors of employment in Darlington are in: distribution; public admin, health and education; and professional & business services. These are similar to regional and national levels in these sectors.</p> <p>People who work in Darlington are more likely to work in information & communication than in the North East and Great Britain. They are less likely to work in: production; manufacturing; construction; and other services.</p>									
<p>NOMIS District Profile: https://www.nomisweb.co.uk/reports/imp/la/1946157057/report.aspx#tabempocc</p> <p>Tees Valley Combined Authority statistics: https://teesvalley-ca.gov.uk/InstantAtlas/DISTRICTS/report_District_EH.html</p>									

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Economy and Employment				
Working age population ★★	Population aged 16-64: 2010 – 63.5% 2016 – 61.3% 2017 – 61.1%	North East and GB population aged 16-64: 2010 - 64.89 (NE), 64.8% (GB) 2016 - 63.0% (NE), 63.1% (GB) 2017 – 62.7%(NE), 62.9% (GB)	Not applicable	The percentage of Darlington's population who are of working age is 1.8 percentage points below the national average, and decreasing faster than the national level is. In 2017, Darlington was 1.2 percentage points above the national level for the % of people aged 16-64 who are economically active. Most of the percentage gain in activity since 2010 is attributable to the increase in the number of females that are economically active. Darlington is 0.4 percentage points above the national level for the % of people aged 16-64 in employment. Figures are now for population aged 16-64, rather than population 'of working age'. The unemployment rate in Darlington fell by 2.9% between 2010 and 2017 to a level below the regional figure but 1% higher than the national level. The male unemployment rate has fluctuated in Darlington and was higher than both the national and regional level in 2017. The female unemployment rate in Darlington increased by 1.5% between 2010 and 2016 but subsequently fell by 2.9% in 2017.
	Population aged 16-64 that are economically active: 2010 - 76.1% (81.4% of males, 70.8% of females) 2016 - 79.6% (83.1% of males, 76.2% of females) 2017 – 79.6% (83.5% of males, 75.9% of females)	North East and GB population aged 16-64 that are economically active: 2010 - 73.4% (NE), 76.1% (GB) 2016 - 75.5% (NE), 77.8% (GB) 2017 – 74.7% (NE), 78.4% (GB)	Not applicable	
	Population aged 16-64 in employment: 2010 - 70.8% 2016 - 74.9% 2017 – 75.4%	North East and GB population aged 16-64 in employment 2010 - 66.2% (NE), 70.2% (GB) 2016 – 70.4% (NE), 74.0% (GB) 2017 – 70.6% (NE), 75.0% (GB)	Not applicable	
	Unemployment rate (overall, model based): 2010 - 8.1% 2016 - 6.3% 2017 – 5.2%	North East and GB unemployment rate (model based): 2010 - 9.7% (NE), 7.6% (GB) 2016 – 6.6% (NE), 4.8% (GB) 2017 – 5.4% (NE), 4.2% (GB) Unemployment (males) 2010 - 11.2% (NE), 8.5% (GB) 2016 – 7.3% (NE), 4.9% (GB) 2017 – 6.3% (NE), 4.3% (GB) Unemployment (females) 2010 - 8.0% (NE), 6.6% (GB) 2016 – 5.9% (NE), 4.7% (GB) 2017 – 4.4% (NE), 4.2% (GB)	Target should be to have as few people unemployed as possible	
	Unemployment rate (males) 2010 - 8.5% 2016 – 5.0% 2017 – 6.9%			
	Unemployment rate (females) 2010 - 5.0% 2016 – 6.5% 2017 – 3.6%			

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Economy and Employment			
Working age population ★★	Population aged 16-64: 2010 – 63.5% 2016 – 61.3% 2017 – 61.1%	North East and GB population aged 16-64: 2010 - 64.89 (NE), 64.8% (GB) 2016 - 63.0% (NE), 63.1% (GB) 2017 – 62.7%(NE), 62.9% (GB)	Not applicable
	Population aged 16-64 that are economically active: 2010 - 76.1% (81.4% of males, 70.8% of females) 2016 - 79.6% (83.1% of males, 76.2% of females) 2017 – 79.6% (83.5% of males, 75.9% of females)	North East and GB population aged 16-64 that are economically active: 2010 - 73.4% (NE), 76.1% (GB) 2016 - 75.5% (NE), 77.8% (GB) 2017 – 74.7% (NE), 78.4% (GB)	Not applicable
	Population aged 16-64 in employment: 2010 - 70.8% 2016 - 74.9% 2017 – 75.4%	North East and GB population aged 16-64 in employment 2010 - 66.2% (NE), 70.2% (GB) 2016 – 70.4% (NE), 74.0% (GB) 2017 – 70.6% (NE), 75.0% (GB)	Not applicable
	Unemployment rate (overall, model based): 2010 - 8.1% 2016 - 6.3% 2017 – 5.2%	North East and GB unemployment rate (model based): 2010 - 9.7% (NE), 7.6% (GB) 2016 – 6.6% (NE), 4.8% (GB) 2017 – 5.4% (NE), 4.2% (GB)	Target should be to have as few people unemployed as possible
	Unemployment rate (males) 2010 - 8.5% 2016 – 5.0% 2017 – 6.9%	Unemployment (males) 2010 - 11.2% (NE), 8.5% (GB) 2016 – 7.3% (NE), 4.9% (GB) 2017 – 6.3% (NE), 4.3% (GB)	The male unemployment rate has fluctuated in Darlington and was higher than both the national and regional level in 2017. The female unemployment rate in
	Unemployment rate (females) 2010 - 5.0% 2016 – 6.5% 2017 – 3.6%	Unemployment (females) 2010 – 8.0% (NE), 6.6% (GB) 2016 – 5.9% (NE), 4.7% (GB) 2017 – 4.4% (NE), 4.2% (GB)	Darlington increased by 1.5% between 2010 and 2016 but subsequently fell by 2.9% in 2017.
The percentage of Darlington's population who are of working age is 1.8 percentage points below the national average, and decreasing faster than the national level is.			
In 2017, Darlington was 1.2 percentage points above the national level for the % of people aged 16-64 who are economically active. Most of the percentage gain in activity since 2010 is attributable to the increase in the number of females that are economically active.			
Darlington is 0.4 percentage points above the national level for the % of people aged 16-64 in employment.			
Figures are now for population aged 16-64, rather than population 'of working age'.			
The unemployment rate in Darlington fell by 2.9% between 2010 and 2017 to a level below the regional figure but 1% higher than the national level.			
The male unemployment rate has fluctuated in Darlington and was higher than both the national and regional level in 2017. The female unemployment rate in Darlington increased by 1.5% between 2010 and 2016 but subsequently fell by 2.9% in 2017.			
NOMIS District Profile: https://www.nomisweb.co.uk/reports/imp/la/1946157057/report.aspx#tabempocc			

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Economy and Employment				
	<p>Percentage of people aged 16-64 on key out-of-work benefits: August 2010 – 16.6% August 2016 – 13.9%</p>	<p>Aged 50+ - 1.7%</p> <p>North East and GB % aged 16-64 on key out-of-work benefits: August 2013 – 18.8% (NE), 14.5% (GB) August 2016 – 15.5% (NE), 11.3% (GB)</p>		<p>A lower proportion of people aged 16-64 in Darlington are on key out-of-work benefits than across the North East, however both are higher than the national level.</p>
<p>Workless households ***</p>	<p>Percentage of households with no-one working: 2011 – 22.5% 2015 – 18.1%</p> <p>Children in workless households: 2011 – 22.3%</p>	<p>North East and GB percentage of workless households: 2011 – 24.5% (NE), 18.9% (GB) 2015 – 21.3% (NE), 15.3% (GB)</p> <p>North East and GB children in workless households: 2011 – 21.5% (NE), 16.0% (GB)</p>	<p>Not applicable.</p>	<p>Darlington has a greater percentage of households with no one working than the national level, but is lower than the regional percentage.</p> <p>Darlington has a higher proportion of children in workless households than regionally and nationally.</p> <p>NOMIS District Profile: https://www.nomisweb.co.uk/reports/imp/la/19/46157057/report.aspx#tabempoc</p>
<p>Earnings ***</p>	<p>Gross weekly pay – all full-time workers: 2010 - £455.90 2011 - £433.50 2012 - £436.40 2013 - £446.10 2014 - £479.10 2015 - £488.80 2016 - £498.80 2017 - £502.60</p> <p>Male full-time workers: 2010 – £476.30 2016 – £516.00 2017 - £539.50</p> <p>Female full-time workers: 2010 – £437.00 2016 – £456.90 2017 - £430.40</p>	<p>North East gross weekly pay: 2010 - £443.40 2016 - £492.20 2017 - £504.10</p> <p>GB gross weekly pay: 2010 - £501.70 2016 - £541.00 2017 – £552.30</p> <p>Male full-time workers: 2010 – £485.1(NE), £541.30(GB) 2016 – £524.90(NE), £581.20(GB) 2017 - £542.40 (NE), £594.10 (GB)</p> <p>Female full-time workers: 2010 – £395.40(NE), £440.00(GB) 2016 – £438.00(NE), £481.10(GB) 2017 - £452.30 (NE), £493.80 (GB)</p>	<p>Local Targets: £393 (08/09) £403 (09/10) £412 (10/11) £419 (11/12)</p>	<p>Average earnings increased by £46.70 per week between 2010 and 2017. Average earnings in Darlington are marginally lower than the regional average but £49.70 below the national average earnings.</p> <p>Earnings in 2012 were above the local target set in the Corporate Plan 2008-2012.</p> <p>Average male earnings in Darlington are £109.10 (21%) higher than female earnings. The pay difference between genders in Darlington is higher than that for the North East as a whole. However, the pay difference in Darlington has actually widened since 2010 when females were being paid £39.30 less than males.</p> <p>NOMIS District Profile: https://www.nomisweb.co.uk/reports/imp/la/19/46157057/report.aspx#tabempoc</p> <p>Darlington Borough Council Corporate Plan 2008-2012</p>

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Economy and Employment

<div><div>★</div><div>GVA per head</div></div>	<div>Gross Value Added per head (£ per head): 2010 – £21,896 2011 – £22,048 2012 – £22,207 2013 – £21,359 2014 – £23,249 2015 – £25,330 2016 – £24,193 2017 – £24,908</div>	<div>North East and UK GVA per head: 2010: £16,642 (NE), £22,541 (UK) 2017: £20,121 (NE), £27,430 (UK)</div>	<div>Not applicable.</div>	<div>GVA per head in Darlington is closer to the national average than average across the North East. GVA per head in Darlington was 23% higher than the regional average in 2017.</div>	<div>Regional Gross Value Added (Income Approach): https://www.ons.gov.uk/economy/grossvalueadded/gva/datasets/regionalgrossvalueadded/incomeapproach</div>																																								
<div><div>★</div><div>Employment land availability</div></div>	<div>Existing supply: 343 hectares Anticipated demand 2009-26: 101.5 hectares</div>	<div>Not applicable</div>	<div>Not applicable</div>	<div>Shows an oversupply of employment land to meet need An updated Employment Land Review is to be produced as part of Local Plan evidence base.</div>	<div>Darlington Employment Land Review (2009) http://www.darlington.gov.uk/media/97565/draft-employment-land-review-august-2009-1-3-.pdf</div>																																								
<div><div>★★★</div><div>Retail</div></div>	<div>Total class A1 floorspace (gross square metres): 2003 – 238,900 sq.m (931 units) 2008 – 244,800 sq.m (912 units) 2011 – 242,600 sq.m (850 units) Distribution of shopping floorspace (Class A1 – shops):<table><tr><th></th><th>2008</th><th>2011</th></tr><tr><td>Town centre</td><td>42%</td><td>42%</td></tr><tr><td>Town centre fringe</td><td>6%</td><td>6%</td></tr><tr><td>District and local centres</td><td>14%</td><td>15%</td></tr><tr><td>Out-of-town</td><td>25%</td><td>26%</td></tr><tr><td>Local shops outside centres</td><td>11%</td><td>10%</td></tr><tr><td>Ancillary locations*</td><td>2%</td><td>2%</td></tr></table> Percentage of shopping floorspace vacant (Class A1 – shops):<table><tr><th></th><th>2008</th><th>2011</th></tr><tr><td>Town centre</td><td>7%</td><td>8%</td></tr><tr><td>Town centre fringe</td><td>12%</td><td>19%</td></tr><tr><td>District and local centres</td><td>3%</td><td>2%</td></tr><tr><td>Out-of-town</td><td>1%</td><td>4%</td></tr><tr><td>Local shops outside centres</td><td>11%</td><td>8%</td></tr><tr><td>Ancillary locations*</td><td>0%</td><td>2%</td></tr></table> *Ancillary locations - locations such as petrol stations, farm shops, etc. where retailing is ancillary to the main function.</div>		2008	2011	Town centre	42%	42%	Town centre fringe	6%	6%	District and local centres	14%	15%	Out-of-town	25%	26%	Local shops outside centres	11%	10%	Ancillary locations*	2%	2%		2008	2011	Town centre	7%	8%	Town centre fringe	12%	19%	District and local centres	3%	2%	Out-of-town	1%	4%	Local shops outside centres	11%	8%	Ancillary locations*	0%	2%	<div>Target should be to protect the vitality and viability of the town centre. The total amount of Class A1 use floorspace (and units) in Darlington has continued a downward trend since 2003. The town centre has the greatest percentage of shopping floorspace followed by out-of-town retail parks. The distribution of A1 floorspace remained stable between the 2008 and 2011. Shop vacancy increased in all but one location (local shops outside centres) between 2008 and 2011. Shops in the town centre fringe area experienced the sharpest rise in the level of vacant units.</div>	<div>Darlington Retail Study 2008 (and statistical update 2011): http://www.darlington.gov.uk/environment-and-planning/planning-and-environmental-policy/strategies-projects-and-studies/retail-study/</div>
	2008	2011																																											
Town centre	42%	42%																																											
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APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Transport and Travel				
Indicator	Darlington Baseline	Comparators	Targets	Trends
Town Centre land uses	Experian GOAD data was obtained May 2018 for the Town Centre:		N/A	
	Use Class	All* Area sqm	Vacant sqm	
	A1 Shops	61,110	10,020	
	A2 Financial and professional services	8,370	390	
	A3 Restaurants and cafes	8,250	2,140	
	A4 Drinking establishments	10,280	1,270	
	A5 Hot food takeaways	1,320	350	
	ASG Sui Generis	2,380	240	
	B1 Business	9,790	390	
	B8 Storage or distribution	1,970	-	
Vehicle ownership **	C1 Hotels	880	-	
	D1 Non-residential institutions	3,110	10	
	D2 Assembly and leisure	8,460	-	
	UC	2,310	520	
	*All covers the following GO3110AD Class: Commerce, Retail, Service and Vacant			
	Households with access to cars or vans	North East and England		
	2001 Census:	2001 Census:		
	No vehicle - 31.24%	No vehicle - 35.94% (NE), 26.84% (E)		
	1 vehicle - 45.26%	1 vehicle - 43.07% (NE), 43.69% (E)		
	2 vehicles - 19.61%	2 vehicles - 17.49% (NE), 23.56% (E)		
	3 vehicles - 3.00%	3 vehicles - 2.76% (NE), 4.52% (E)		
	4 or more vehicles - 0.89%	4 or more vehicles - 0.73% (NE), 1.39% (E)		
	2011 Census:	2011 Census:		
	No vehicle - 27.97%	No vehicle - 31.50% (NE), 25.80% (E)		
	1 vehicle - 44.32%	1 vehicle - 42.17% (NE), 42.16% (E)		
	2 vehicles - 22.39%	2 vehicles - 21.08% (NE), 24.66% (E)		
	3 vehicles - 4.20%	3 vehicles - 4.07% (NE), 5.46% (E)		
	4 or more vehicles - 1.12%	4 or more vehicles - 1.18% (NE), 1.93% (E)		
Vehicle ownership			Not applicable.	Shows that less households in Darlington are without a vehicle than across the North East.
**				Darlington households have a slightly higher level of vehicle ownership than the regional average. This level of ownership is slightly below the UK average in relation to households with 2, 3 and 4 or more vehicles.
				ONS Census: https://www.ons.gov.uk/census

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Transport and Travel																																															
Indicator	Darlington Baseline	Comparators	Targets	Trends	Source																																										
Vehicle ownership ***	All cars or vans in Darlington – private households only (Census): 2001 – 41,236 2011 – 49,794 Average car or van ownership per household: 2001 – 1.03 2011 – 1.07	North East and England – private households only (Census): 2001 – 955,305 (NE), 22,607,629 (E) 2011 – 1,150,133 (NE), 25,696,833 (E) Average car or van ownership per household in NE and England: 2001 – 1.12 (NE, 1.11 (E) 2011 – 1.02 (NE, 1.16 (E)	Not applicable	Shows an increase of 8,558 cars or vans owned privately by households in the Borough over the 10 year period between Censuses, an increase of 21%. By comparison the level of car/van ownership in the North East increase by 20%, and across England by 14%. However, the average car or van ownership per household is lower than the national and regional average.	ONS Census: https://www.ons.gov.uk/census																																										
Car Mileage **	Total kilometres per year (everyday days) in millions: 355.4 (2004) 321.1 (2008) 476.7 (2011) 505.2 (2014)	Not available.	Not applicable	Shows a reduction of 34.3 million km per year between 2004 and 2008, followed by a significant increase of 184.1 million km per year between 2008 and 2014. Whilst this dramatic increase could be due to differences in methodology used in the two studies undertaken the more recent AECOM study still identifies an increase of 28.5 million km per year between 2011 and 2014.	Darlington – Sustainable Travel Demonstration Town – Travel behaviour research (2004 and 2008 figures) AECOM Travel research (2011 and 2014 figures) (may have slightly different methodology to previous studies)																																										
Travel mode choice *	Percentage travel mode choice: <table><tr><th></th><th>2004</th><th>2008</th><th>2011</th><th>2014</th><th>% change 2004-14</th></tr><tr><td>Car as driver</td><td>41%</td><td>37%</td><td>39%</td><td>39%</td><td>-2%</td></tr><tr><td>Car as passenger</td><td>21%</td><td>19%</td><td>18%</td><td>18%</td><td>-3%</td></tr><tr><td>Walk</td><td>25%</td><td>29%</td><td>29%</td><td>31%</td><td>+6%</td></tr><tr><td>Bicycle</td><td>1%</td><td>3%</td><td>2%</td><td>3%</td><td>+2%</td></tr><tr><td>Bus</td><td>10%</td><td>10%</td><td>11%</td><td>8%</td><td>-2%</td></tr><tr><td>Other public transport</td><td>2%</td><td>2%</td><td>1%</td><td>1%</td><td>-1%</td></tr></table>						2004	2008	2011	2014	% change 2004-14	Car as driver	41%	37%	39%	39%	-2%	Car as passenger	21%	19%	18%	18%	-3%	Walk	25%	29%	29%	31%	+6%	Bicycle	1%	3%	2%	3%	+2%	Bus	10%	10%	11%	8%	-2%	Other public transport	2%	2%	1%	1%	-1%
	2004	2008	2011	2014	% change 2004-14																																										
Car as driver	41%	37%	39%	39%	-2%																																										
Car as passenger	21%	19%	18%	18%	-3%																																										
Walk	25%	29%	29%	31%	+6%																																										
Bicycle	1%	3%	2%	3%	+2%																																										
Bus	10%	10%	11%	8%	-2%																																										
Other public transport	2%	2%	1%	1%	-1%																																										
	Target should be to increase the % change towards more sustainable transport means.																																														
	The Local Motion project has increased walking and cycling and reduced car use in the town. The project has not influenced the use of public transport.																																														
	Darlington – Sustainable Travel Demonstration Town – Travel behaviour research AECOM Travel research																																														

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Transport and Travel						
Indicator	Darlington Baseline		Comparators		Targets	Trends
Reasons for travel ★	Reasons for travel (percentage):		2008	2011	2014	% change 2008-14
	Work related business	20%	23%	21%	21%	+1%
	Education	2%	2%	3%	3%	+1%
	Shopping	10%	11%	11%	11%	+1%
	Personal business	23%	19%	20%	20%	-3%
	Escort	4%	5%	6%	6%	+2%
	Leisure	10%	12%	10%	10%	0%
Method of travel to Work ★★	Census 2001 method of travel to work (% of working resident population):		Darlington	North East	England	
	Work mainly from home	8.26%	7.68%	9.16%	9.16%	
	Underground, metro, light rail or tram	0.08%	2.16%	3.16%	3.16%	
	Train	1.12%	0.88%	4.23%	4.23%	
	Bus, minibus or coach	10.15%	10.96%	7.51%	7.51%	
	Taxi or minicab	0.97%	0.69%	0.52%	0.52%	
	Driving a car/van	56.07%	55.2%	54.92%	54.92%	
	Passenger in car/van	8.09%	9.14%	6.11%	6.11%	
	Motorcycle, scooter or moped	0.64%	0.67%	1.11%	1.11%	
	Bicycle	2.21%	1.63%	2.83%	2.83%	
	On foot	11.83%	10.19%	9.99%	9.99%	
	Other method	0.58%	0.8%	0.46%	0.46%	
	Census 2011 method of travel to work (% of working resident population):		Darlington	North East	England	
	Work mainly from home	4.12%	3.69%	5.36%	5.36%	
	Underground, metro, light rail or tram	0.07%	2.53%	4.08%	4.08%	
	Train	1.76%	1.22%	5.34%	5.34%	
	Bus, minibus or coach	7%	9.35%	7.5%	7.5%	
	Taxi or minicab	0.9%	0.76%	0.52%	0.52%	
	Driving a car/van	62.29%	61.65%	57.01%	57.01%	
	Passenger in car/van	6.94%	7.04%	5.03%	5.03%	
	Motorcycle, scooter or moped	0.39%	0.44%	0.82%	0.82%	

Shopping and leisure were the largest trip generators in 2004, accounting for over half (54%) of all trips in the borough. However both have declined over the 10 years to 2014 by a combined 5%. Leisure remains the single largest trip generator at 29%. The percentage of trips for work and education have remained stable.

A greater proportion of people in Darlington travel to work driving a car or van than across the rest of the region and nationally.

The percentage of people travelling to work driving a car or van increased by 6.22% between the 2001 and 2011 Census.

The percentage of people travelling to work by bicycle, on foot and by train also increased by 0.18%, 1.69% and 0.64% respectively between the 2001 and 2011 Census.

ONS Census:
<https://www.ons.gov.uk/census>

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Transport and Travel																																																																	
Indicator	Darlington Baseline	Comparators	Targets	Trends	Source																																																												
	<table><tr><td>Bicycle</td><td>2.39%</td><td>1.77%</td><td>2.95%</td></tr><tr><td>On foot</td><td>13.52%</td><td>10.63%</td><td>10.74%</td></tr><tr><td>Other method</td><td>0.63%</td><td>0.93%</td><td>0.65%</td></tr></table>	Bicycle	2.39%	1.77%	2.95%	On foot	13.52%	10.63%	10.74%	Other method	0.63%	0.93%	0.65%																																																				
Bicycle	2.39%	1.77%	2.95%																																																														
On foot	13.52%	10.63%	10.74%																																																														
Other method	0.63%	0.93%	0.65%																																																														
Cycling trips ★	Trips per person and year: 14 (2004) 33 (2008) 19 (2011) 22 (2014) % of people using a bicycle per day 2% (2004) 5% (2008) 4% (2011) 3% (2014)	Not applicable.	Target should be to increase cycling trips and the % of people using a bicycle per day.	Shows an increase of 6 cycling trips per person per year between 2004 and 2014 and a 1% increase in the % of people using a bicycle to travel over the same period.	Social Data and AECOM Travel research																																																												
% of trips that are walk trips ★	25% (2004) 29% (2008) 29% (2011) 31% (2014)	Not applicable.	LTP2 target = 27%.	Shows that the % of walk trips are ahead of target, having experienced a 6% increase since 2004.	Social Data and AECOM Travel research (URBAN WARDS ONLY)																																																												
Children travelling to school – mode of transport usually used ★	Children travelling to school – mode of transport usually used (pupils aged 5-16): <table><tr><th></th><th>2012/13</th><th>2013/14</th><th>2014/15</th><th>2015/16</th><th>2016/17</th></tr><tr><td>Walk</td><td>45.6%</td><td>52.3%</td><td>46.7%</td><td>47.8%</td><td>43.8%</td></tr><tr><td>Cycle</td><td>5.7%</td><td>5.4%</td><td>5.8%</td><td>5.9%</td><td>6.4%</td></tr><tr><td>Scoot</td><td>2.9%</td><td>3.9%</td><td>3.9%</td><td>3.5%</td><td>3.7%</td></tr><tr><td>Public bus</td><td>3.3%</td><td>3.4%</td><td>3.4%</td><td>4.1%</td><td>4.0%</td></tr><tr><td>Dedicated bus</td><td>7.1%</td><td>7.2%</td><td>9.8%</td><td>8.1%</td><td>10.4%</td></tr><tr><td>Train/tube</td><td>0.1%</td><td>0.1%</td><td>0.1%</td><td>0.1%</td><td>0.1%</td></tr><tr><td>Park & stride</td><td>4.4%</td><td>4.4%</td><td>6.0%</td><td>7.3%</td><td>6.9%</td></tr><tr><td>Car share</td><td>6.1%</td><td>4.4%</td><td>4.3%</td><td>3.5%</td><td>3.0%</td></tr><tr><td>Car</td><td>24.8%</td><td>18.9%</td><td>20.1%</td><td>19.9%</td><td>21.7%</td></tr></table>		2012/13	2013/14	2014/15	2015/16	2016/17	Walk	45.6%	52.3%	46.7%	47.8%	43.8%	Cycle	5.7%	5.4%	5.8%	5.9%	6.4%	Scoot	2.9%	3.9%	3.9%	3.5%	3.7%	Public bus	3.3%	3.4%	3.4%	4.1%	4.0%	Dedicated bus	7.1%	7.2%	9.8%	8.1%	10.4%	Train/tube	0.1%	0.1%	0.1%	0.1%	0.1%	Park & stride	4.4%	4.4%	6.0%	7.3%	6.9%	Car share	6.1%	4.4%	4.3%	3.5%	3.0%	Car	24.8%	18.9%	20.1%	19.9%	21.7%	Not applicable.	Not applicable.	Shows that a greater % of children walk to school than any other mode of transport and, whilst fluctuating, this has remained fairly stable. Other increases include a slight increase in cycling, public and dedicated buses, park & stride and scooting. Shows a decrease in use of cars (including vans and taxis).	Taken from the annual hands up travel survey.
	2012/13	2013/14	2014/15	2015/16	2016/17																																																												
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Usage of the PROW network ★★★	Footpaths – 280km Bridleways – 66km Byways – 0.13km • 30km are located within the town of Darlington itself.	Not applicable	Not applicable	The % of the population using the Darlington countryside as a place for quality walking, cycling or riding is very low – less than 5% of the population.	Darlington's Right of Way Improvement Plan: http://www.darlington.gov.uk/environment-and-planning/rights-of-way/rights-of-way-improvement-plan/																																																												

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Transport and Travel

Indicator	Darlington Baseline	Comparators	Targets	Trends	Source																																				
	<ul style="list-style-type: none">45% of the population say that they use the network either never or very occasionally20% say that they use the network once a month35% are regular users			Only 9% of paths are judged to be of a very high quality and have a high level of usage. Further surveys will identify whether this trend is improving or worsening.	Whilst this information is now somewhat dated, it is not expected that the position has changed drastically.																																				
Rail passenger journeys ★	2011/12 – 2,258,921 2012/13 – 2,175,768 2013/14 – 2,199,524 2014/15 – 2,243,233 2015/16 – 2,250,978 2016/17 – 2,276,238	In 2016-17 the rail industry recorded 0.8% growth in Great Britain's passenger journeys.	Not applicable.	Rail patronage is improving which coincides with improvements to railway stations in the Borough. The number of rail passenger journeys in Darlington increased by 1% in 2016/17, higher than the national average increase.	Tees Valley Combined Authority: https://teesvalley-ca.gov.uk/ Office for Rail & Road: http://orr.gov.uk/																																				
Bus passenger journeys ★★★	Local bus journeys originating in the area: 2010/11 – 7,658,122 2011/12 – 7,164,399 2012/13 – 6,605,517 2013/14 – 6,607,460 2014/15 – 6,506,448 2015/16 – 6,422,947	Not applicable.	Not applicable	Bus patronage has declined by 1.235 million trips between 2010/11 and 2015/16. This decline is anticipated with an increase in car ownership and second car ownership. The rate of decline has slowed over the last few years.	Department for Transport – Local bus passenger journeys: https://www.gov.uk/government/statistical-data-sets/bus01-local-bus-passenger-journeys																																				
Transport related satisfaction levels ★★	<div>Satisfaction with local roads and transport 2016:<table><tr><th></th><th>Satisfied*</th><th>Dissatisfied*</th></tr><tr><td>Traffic pollution</td><td>51%</td><td>40%</td></tr><tr><td>Safer Roads</td><td>60%</td><td>19%</td></tr><tr><td>Rights of Way</td><td>40%</td><td>9%</td></tr><tr><td>Reducing Traffic</td><td>27%</td><td>49%</td></tr><tr><td>Local Buses</td><td>27%</td><td>18%</td></tr><tr><td>Cycle Routes</td><td>23%</td><td>1%</td></tr></table></div> <div>Walking and cycling safety:<table><tr><th></th><th>Satisfied*</th><th>Dissatisfied*</th></tr><tr><td>Safety of walking</td><td>62%</td><td>14%</td></tr><tr><td>Safety of cycling</td><td>31%</td><td>17%</td></tr><tr><td>Safety of children walking to school</td><td>36%</td><td>14%</td></tr><tr><td>Safety of children cycling to school</td><td>23%</td><td>19%</td></tr></table></div> <p>*Percentage of respondents that were either fairly/very satisfied or fairly/very dissatisfied. All remaining respondents either answered that they did not know, neither/nor or did not respond.</p> <div>Views on traffic pollution in 2016 are split whilst the majority of respondents were satisfied with the safety of roads in Darlington. However, nearly half of all respondents stated that they were dissatisfied with efforts to reduce traffic. Levels of satisfaction for local buses and cycle routes, whilst higher than those dissatisfied were still both below 30%.</div> <div>In terms of walking and cycling safety. The majority of respondents felt satisfied with the safety of walking in the borough. Levels of satisfaction for the safety of cycling</div>						Satisfied*	Dissatisfied*	Traffic pollution	51%	40%	Safer Roads	60%	19%	Rights of Way	40%	9%	Reducing Traffic	27%	49%	Local Buses	27%	18%	Cycle Routes	23%	1%		Satisfied*	Dissatisfied*	Safety of walking	62%	14%	Safety of cycling	31%	17%	Safety of children walking to school	36%	14%	Safety of children cycling to school	23%	19%
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APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Transport and Travel																											
Indicator	Darlington Baseline	Comparators	Targets	Trends																							
Ease of travel	Ease of travel to key destinations: <table><tr><th>Where you work (if you do)</th><th>Easy*</th><th>Difficult*</th></tr><tr><td>School/college</td><td>32%</td><td>6%</td></tr><tr><td>Post office/bank</td><td>24%</td><td>2%</td></tr><tr><td>Local shops/supermarkets</td><td>68%</td><td>10%</td></tr><tr><td>Leisure facilities</td><td>80%</td><td>5%</td></tr><tr><td>Hospital</td><td>52%</td><td>5%</td></tr><tr><td>Doctors and health facilities</td><td>67%</td><td>14%</td></tr><tr><td></td><td>75%</td><td>8%</td></tr></table> <p>*Percentage of respondents that felt that travel to these destinations was either fairly/very easy or fairly/very difficult. All remaining respondents either answered that they did not know, neither easy/nor difficult or did not respond.</p>	Where you work (if you do)	Easy*	Difficult*	School/college	32%	6%	Post office/bank	24%	2%	Local shops/supermarkets	68%	10%	Leisure facilities	80%	5%	Hospital	52%	5%	Doctors and health facilities	67%	14%		75%	8%		generally, and the safety of school children walking and cycling to school, could all improve. The NHT survey in 2016 identified that, on the whole, people find it easy to travel to key everyday destinations with very low levels of dissatisfaction. In particular, travel to a post office/bank; local shops/supermarkets; hospital; and doctors and health facilities rated highly. The only destination to receive more than 10% of respondents dissatisfied with travel was hospitals.
Where you work (if you do)	Easy*	Difficult*																									
School/college	32%	6%																									
Post office/bank	24%	2%																									
Local shops/supermarkets	68%	10%																									
Leisure facilities	80%	5%																									
Hospital	52%	5%																									
Doctors and health facilities	67%	14%																									
	75%	8%																									
Bus services running on time *	Proportion running on time 2011/12 86.2% 2012/13 83.8% 2013/14 83.7% 2014/15 85.6% 2015/16 87.2% Excess waiting time for frequent services (minutes): 2011/12 0.90 2012/13 0.70 2013/14 0.40 2014/15 1.30 2015/16 0.20	Not available.	Not applicable.	Bus punctuality improved between 2011/12 and 2015/16 but took a dip in the intervening years. Waiting times for frequent bus services have improved overall between 2011/12 and 2015/16.																							
				Department for transport Darlington Borough Council Corporate Plan 2008-2012																							

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Climate Change and Energy									
Indicator	Darlington Baseline		Comparators				Targets	Trends	Source
	Local Carbon Dioxide (CO ₂) emission estimates:		Tonnes of CO ₂			Government Targets:			
Carbon Dioxide Emissions ***	Year	Industry & Commercial	Total	Domestic	Transport	Total	Per Capita	North East	UK Per Capita
	2005	342	268	220	8.3	12.3	8.7		
	2006	331	266	217	8.1	12.0	8.7		
	2007	319	257	217	7.8	12.0	8.5		
	2008	322	256	198	7.5	11.4	8.1		
	2009	274	232	196	6.8	9.7	7.3		
	2010	308	248	193	7.2	8.8	7.5		
	2011	263	217	194	6.4	7.9	6.8		
	2012	261	241	193	6.7	9.6	7.1		
% change	-24%	-10%	-12%	-19%	-22%	-18%			
Energy ***	Electricity consumption (kWh):		North East Electricity Consumption (kWh):				Not applicable	Average domestic electricity use in Darlington has reduced steadily by a total of 15% since 2005. It is 11% below the national average, but the national average, but	Sub-national electricity consumption statistics 2005-2015: https://www.gov.uk/government/statistical-data-sets/regional-consumption-statistics
	Average domestic: 4,047 (2005) 3,978 (2006)		Average domestic: 3,887 (2005) 3,563 (2010)						

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Climate Change and Energy				
Indicator	Darlington Baseline	Comparators	Targets	Trends
	3,656 (2007) 3,736 (2008) 3,697 (2009) 3,677 (2010) 3,624 (2011) 3,558 (2012) 3,519 (2013) 3,510 (2014) 3,450 (2015)	3,362 (2015) Average industry and commercial: 113,757 (2005) 98,849 (2010) 89,845 (2015)		above the regional average by 2.5%.
		Great Britain Electricity Consumption (kWh): Average domestic: 4,602 (2005) 4,148 (2010) 3,894 (2015)		Average industrial and commercial electricity use has fallen sharply by 20% since 2005. It is below both the regional (by 21%) and national (by 8%) averages. The rate of decline in consumption in Darlington has matched the regional rate (at 21%) due to the region higher average starting point. The region has however outstripped the national average decline in consumption (at 7%).
		Average industry and commercial: 82,129 (2005) 77,705 (2010) 76,387 (2015)		
		North East Gas Consumption (kWh): Average domestic: 19,964 (2005) 15,444 (2010) 13,367 (2015)		Average domestic gas use has dropped significantly from 2005 levels by 31%, but is 1% and 2.5% above the regional and national averages respectively.
		Average industry and commercial: 860,235 (2005) 794,974 (2010) 719,528 (2015)		Average industrial and commercial gas use has fluctuated, with a sharp rise in the last year taking it 15% above the average figure for 2005.
		Great Britain Gas Consumption (kWh): Average domestic: 19,020 (2005) 15,156 (2010) 13,202 (2015)		The average industry and commercial gas consumption in Darlington is far in excess of the regional (by 71%) and national (by 82%) averages.
				Sub-national gas consumption statistics 2005-2015: https://www.gov.uk/government/statistical-data-sets/gas-sales-and-numbers-of-customers-by-region-and-local-authority

Source
and-local-authority-
electricity-
consumption-statistics-
2005-to-2011

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Climate Change and Energy				
Indicator	Darlington Baseline	Comparators	Targets	Trends
	<ul style="list-style-type: none"> The town centre and adjoining high density areas with potential for a biomass heating or combined power, heating and cooling network. Three 'areas of search' for wind turbine development to the north east, south and west of the Borough. <p>Permitted and proposed capacity:</p> <p>The Renewable Energy Planning Database (June 2017) which tracks renewable electricity projects from inception, through planning, construction and operation contains nine entries for Darlington. These include the following permitted installations:</p> <ul style="list-style-type: none"> Ground mounted solar photovoltaics with a capacity of 5 MW electricity off School Aycliffe Lane operational December 2015 6 wind turbines with a capacity of 12.3 MW electricity at Moor Bank Farm under construction Ground mounted solar photovoltaics with a capacity of 5 MW electricity West of Hunger Hill Farm under construction 5 wind turbines with a capacity of 6.5 MW at Royal Oak Farm abandoned (permission expires 10/10/2019) 			<p>http://www.darlington.gov.uk/media/98722/darlington_decentralised.pdf</p> <p>Renewable Energy Planning Database (June 2017): https://www.gov.uk/government/publications/renewable-energy-planning-database-monthly-extract</p>
Ecological Footprint ***	<p>Darlington's ecological footprint was 5.23 global hectares per capita</p> <p>The Ecological Footprint is an indicator of the amount of productive land required to support the energy and materials people use (our consumption activities). The footprint results presented here use a 2001 baseline.</p>	<p>UK ecological footprint is 5.4 global hectares per capita</p> <p>North East ecological footprint is 5.19 global hectares per capita</p> <p>Tees Valley ecological footprint is 5.12 global hectares per capita</p>	<p>Target to achieve an ecological footprint of 1.8 global hectares per capita as this is, with current population levels, a budget for sustainable living.</p>	<p>Shows Darlington Borough has an ecological footprint of 0.17 global hectares per capita below the national average but has an ecological footprint of 0.04 global hectares per capita above the regional average, the only local authority area to be above the regional average.</p> <p>Darlington's overall ecological footprint is 3.43 global hectares per capita above the sustainable living limit and is therefore unsustainable.</p>
				<p>The Tees Valley Footprint Report (SEI) 2007: http://www.sei.se/mediamanager/documents/Publications/Future/tees_valley_footprint.pdf</p>

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Environmental Protection				
Indicator	Darlington Baseline	Comparators	Targets	Trends
Air Quality ★★	There continues to be no need to declare any Air Quality Management Areas as air pollutants do not exceed regulated emissions in the vicinity of target group members.		Government objectives for air quality currently cover ten pollutants: <ul style="list-style-type: none">• Particulate Matter (PM₁₀ & PM_{2.5})• Nitrogen dioxide (NO_x)• Ozone (O₃)• Sulphur dioxide (SO₂)• Polycyclic Aromatic Hydrocarbons (PAHs)• Benzene• 1,3-butadiene• Carbon monoxide (CO)• Lead• Ammonia	Within the Darlington Council area, domestic / commercial heating is largely fuelled by natural gas, which gives low levels of emissions compared with other carbon based fuels. There are few large industrial processes within the Council area, and there is no significant impact from industrial sources outside of the Council area.
	Local measurements of traffic related air pollutants include: Nitrogen Dioxide (40 µg/m³ annual mean max target) Cockerton Bridge Station 20 (2005) 23 (2006) 23 (2007) 20 (2008) 27 (2009) 29 (2010) 33 (2011) 28 (2012) - (2013) - (2014) St Cuthbert's Station 41 (2005) 42 (2006) 35 (2007) 44 (2008) 49 (2009) 41 (29) (2010) 48 (30)* (2011) 45 (29)* (2012) 49 (29)* (2013) 36 (25)* (2014) Particulate Matter PM₁₀ (40 µg/m³ annual mean max target) Cockerton Bridge Station 20 (2005) 22 (2006) 21 (2007) 21 (2007) 18 (2009) 19 (2010) 21 (2011) 23 (2012) - (2013) - (2014) St Cuthbert's Station 31 (2005) 34 (2006) 27 (2007)		Road traffic is the main source of nitrogen dioxide pollution at ground level, but this normally quickly disperses within a relatively short distance of the kerbside. There is no clear sign of nitrogen dioxide levels from traffic falling, with emission improvements generally being offset by traffic flow increases. Emissions exceeded the Government target at the St Cuthbert's station in all but one of the last five years. However, there are no areas of relevant exposure within 40m of the monitoring point. Emissions of PM ₁₀ are well within the target set and have decreased at both monitoring stations since 2005. Both of the two continuous monitoring stations in Darlington are now closed.	
				Darlington Borough Council – Air Quality Annual Status Reports/Progress Reports, and Air Quality Updating and Screening Assessments (2009-2017): http://www.darlington.gov.uk/environment-and-planning/pollution/air-quality/#airquality Air Quality in the Tees Valley – annual reports for years between 2005 and 2015: http://www.darlington.gov.uk/environment-and-planning/pollution/air-quality/#airquality

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Environmental Protection																																														
Indicator	Darlington Baseline	Comparators	Targets	Trends	Source																																									
	28 (2008) 25 (2009) 26 (2010) 29 (2011) 25 (2012) 25 (2013) 23 (2014) *The St Cuthbert's Way site is not a relevant public exposure site for the annual mean. The nearest area of relevant public exposure is over 20 metres away. The figures in brackets are the projected public exposure concentration at this distance from the monitoring site.																																													
Authorised Processes *	Environmental Permits issued by the Environment Agency (as at July 2017): <table><thead><tr><th></th><th>Industrial installations</th><th>Waste operations</th><th>Discharges to water and groundwater</th><th>Radioactive substances</th><th>Total</th></tr></thead><tbody><tr><td>Darlington</td><td>3</td><td>20</td><td>368</td><td>1</td><td>392</td></tr><tr><td>Stockton-on-Tees</td><td>49</td><td>43</td><td>743</td><td>15</td><td>850</td></tr><tr><td>Middlesbrough</td><td>6</td><td>17</td><td>210</td><td>6</td><td>239</td></tr><tr><td>Hartlepool</td><td>16</td><td>33</td><td>260</td><td>5</td><td>314</td></tr><tr><td>Redcar & Cleveland</td><td>32</td><td>49</td><td>561</td><td>7</td><td>649</td></tr><tr><td>Tees Valley</td><td>106</td><td>162</td><td>2,142</td><td>34</td><td>2,444</td></tr></tbody></table>		Industrial installations	Waste operations	Discharges to water and groundwater	Radioactive substances	Total	Darlington	3	20	368	1	392	Stockton-on-Tees	49	43	743	15	850	Middlesbrough	6	17	210	6	239	Hartlepool	16	33	260	5	314	Redcar & Cleveland	32	49	561	7	649	Tees Valley	106	162	2,142	34	2,444	Not applicable.	Darlington accounted for 16% of the total number of Environmental Permits issued in the Tees Valley area in July 2017. Permits for discharges to water and groundwater make up the vast majority of permits (94% of the total number of permits in Darlington).	Environment Agency Public Register: https://environment.data.gov.uk/public-register/view/index
	Industrial installations	Waste operations	Discharges to water and groundwater	Radioactive substances	Total																																									
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Tees Valley	106	162	2,142	34	2,444																																									
Pollution Incidents **	Recorded pollution incidents between 2001-2015: Twenty one recorded significant incidents, including five on and adjacent to the Cleveland Trading Estate, six on the Albert Hill Industrial Estate, and two at Drinkfield. Three recorded major incidents, two in the Brafferton area and one near Piercebridge.	Not applicable.	Not applicable.	Not applicable.	Environment Agency website http://maps.environmental-agency.gov.uk/wilyby/wilybyController?x=357683&y=355134&scale=1&layerGroups=default&ep=map&textonly=off&lang=en&topic=pollution																																									

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Environmental Protection																																																					
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Contaminated Land ***	The most common single source of incidents was atmospheric pollutants and effects. As of 2003 Darlington Borough Council had identified more than 2000 potentially contaminated sites. This figure is high due to Darlington's industrial past. However, by 2009 this estimate was reduced to 1280, by 2011 the figure was 1100, by 2012 it was 988 and in 2013 it was 982.	Not applicable.	Not applicable.	The number of contaminated land sites in the Borough is reducing.	Darlington Borough Council, Environmental Health Darlington Borough Council, Contaminated Land Inspection Strategy, 2013 http://www.darlington.gov.uk/media/132749/Council%20Contaminated%20Land%20Inspection%20Strategy%20January%202013.pdf																																																
Previously developed land that is vacant/derelict ***	NI170: Previously developed land that has been vacant or derelict for more than 5 years: 2.70% (2006/07) 4.01% (2007/08) 3.58% (2008/09)	Not applicable	No local target set	Shows a 1.14% increase in the % of previously developed land that has been vacant or derelict for more than 5 years	DATA.GOV.UK: https://data.gov.uk/dataset/search?tags=national-land-indicators (National Indicators have been discontinued). Darlington Borough Council Policy Department AMR																																																
River Quality **	Ecological and Chemical classification: <table><thead><tr><th>Water Body</th><th colspan="2">2013 (Cycle 2)</th><th colspan="2">2015 (Cycle 2)</th><th>Overall Quality 2015</th></tr><tr><th></th><th>Ecological Quality</th><th>Chemical Quality</th><th>Ecological Quality</th><th>Chemical Quality</th><th></th></tr></thead><tbody><tr><td>Tees from River Greta to River Skerne</td><td>Moderate</td><td>Good</td><td>Moderate</td><td>Good</td><td>Moderate</td></tr><tr><td>Tees from Skerne to Tidal Limit*</td><td>Moderate</td><td>Good</td><td>Moderate</td><td>Good</td><td>Moderate</td></tr><tr><td>Skerne from Demons Beck to Tees</td><td>Good</td><td>Good</td><td>Moderate</td><td>Good</td><td>Moderate</td></tr><tr><td>Dene Beck Catchment</td><td>Moderate</td><td>Fail</td><td>Moderate</td><td>Good</td><td>Moderate</td></tr><tr><td>Upper Cocker Beck Catchment</td><td>Good</td><td>Good</td><td>Moderate</td><td>Good</td><td>Moderate</td></tr><tr><td>Lustrum Beck Catchment*</td><td>Moderate</td><td>Fail</td><td>Moderate</td><td>Good</td><td>Moderate</td></tr></tbody></table> In 2015 the ecological quality for Darlington's rivers and tributaries ranged from 'Bad' (Neasham Stell) to 'Moderate' (River Skerne, Tees, Upper Cocker Beck Lustrum Beck etc.), with none classed as 'Good'. The objective status is for the ecological quality to improve to achieve 'Good' status by 2027. All of the water bodies in Darlington are currently predicted to achieve 'Good' classification by this deadline. By comparison, 27% of the rivers and canals that make up the Northumbria river					Water Body	2013 (Cycle 2)		2015 (Cycle 2)		Overall Quality 2015		Ecological Quality	Chemical Quality	Ecological Quality	Chemical Quality		Tees from River Greta to River Skerne	Moderate	Good	Moderate	Good	Moderate	Tees from Skerne to Tidal Limit*	Moderate	Good	Moderate	Good	Moderate	Skerne from Demons Beck to Tees	Good	Good	Moderate	Good	Moderate	Dene Beck Catchment	Moderate	Fail	Moderate	Good	Moderate	Upper Cocker Beck Catchment	Good	Good	Moderate	Good	Moderate	Lustrum Beck Catchment*	Moderate	Fail	Moderate	Good	Moderate
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	Northumbria River Basin Management Plan 2015 - https://www.gov.uk/government/collections/river-basin-management-plans-2015#northumbria-river-basin-district-rbmp-2015 Environment Agency - Catchment Data Explorer (Tees): http://environment.data.gov.uk/catchment-																																																				

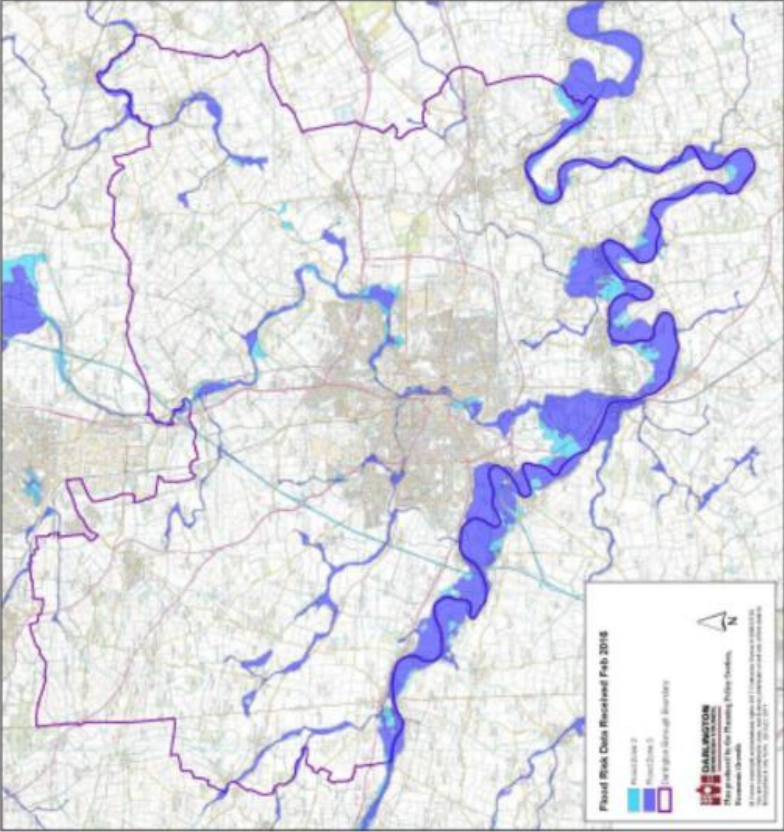
APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Indicator	Environmental Protection					Trends	Source	
	Darlington Baseline	Comparators		Targets				
National Significant Water Management Issues: Water Body National Significant Water Management Issues Water Body Tees from River Greta to River Skerne Tees from Skerne to Tidal Limit Skerne from Demons Beck to Tees Dene Beck Catchment Upper Cocker Beck Catchment Lustrum Beck Catchment Woodham Burn from source to Rushyford Beck Piercebridge Beck from source to Tees	Woodham Burn from source to Rushyford Beck*	Moderate	Fail	Poor	Good	Bad	basin district are classed as 'Good' or better The 2015 (Cycle 2) results for the chemical quality of water bodies in Darlington indicate that all bodies are 'Good' quality meeting objectives. There has been an improvement in the chemical quality of many of the borough's water bodies since 2013. By comparison, 91% of the rivers and canals that make up the Northumbria river basin district are classed as 'Good' or better. No change to either the ecological or chemical status of these water bodies is predicted by 2021. All are predicted to achieve 'Good' status by 2027. The second table shows the various issues affecting rivers and their tributaries in Darlington in 2015, preventing them achieving a 'Good' ecological status.	Planning/Management Catchment/3093 Environment Agency - River basin management plans, Guide to accessing data and information (2015): https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/503282/RBM_P_Guide_to_accessing_data_and_information.pdf
	Piercebridge Beck from source to Tees	Poor	Good	Poor	Good	Bad		
	Billingham Beck from Bishopthorpe Beck to Brierley	Moderate	Good	Poor	Good	Moderate		
	Bishopthorpe Beck from source to Billingham Beck*	Moderate	Good	Poor	Good	Poor		
	Neasham Stoll	Good	Good	Bad	Good	Bad		
	*In some cases only a small portion of the water body and its catchment is contained within, or adjacent to, the borough's boundary.							
	The River Basin Management Plan objectives for these water bodies are that ecological quality status will be classed as 'Good' by 2027 and chemical quality classes 'Good' by 2015.							
	National Significant Water Management Issues: Water Body National Significant Water Management Issues Water Body Tees from River Greta to River Skerne Tees from Skerne to Tidal Limit Skerne from Demons Beck to Tees Dene Beck Catchment Upper Cocker Beck Catchment Lustrum Beck Catchment Woodham Burn from source to Rushyford Beck Piercebridge Beck from source to Tees							
	Tees from River Greta to River Skerne	Physical modification						
	Tees from Skerne to Tidal Limit	Pollution from waste water Physical modifications Other pressures Unknown (pending investigation)						
	Skerne from Demons Beck to Tees	Physical modifications Unknown (pending investigation)						
	Dene Beck Catchment	Unknown (pending investigation)						
	Upper Cocker Beck Catchment	Unknown (pending investigation)						
	Lustrum Beck Catchment	Pollution from waste water Physical modifications						
	Woodham Burn from source to Rushyford Beck	Natural conditions Physical modifications Changes to the natural flow and levels of water Pollution from waste water Pollution from rural area						
	Piercebridge Beck from source to Tees	Pollution from rural areas						

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Environmental Protection				
Indicator	Darlington Baseline	Comparators	Targets	Trends
	Billingham Beck from Bishopthorpe Beck to Brierley	Pollution from waste water		
	Bishopthorpe Beck from source to Billingham Beck	Pollution from waste water Other pressures		
	Neasham Stoll	Pollution from waste water Pollution from towns, cities and transport		
Groundwater Quality ***	The Skerne Magnesian Limestone groundwater operational catchment lies under the vast majority of Darlington borough. In 2015 the groundwater was classified as 'Poor' in both quantitative terms and chemical terms. Areas of the borough West of Heighington, Summerhouse and Piercebridge fall within the Tees Coniferous Limestone and Millstone Grit groundwater operational catchment area which in 2015 was classed as 'Good' in quantitative terms but 'Poor' for chemical quality. Areas of the borough including Sadberge and the eastern eastwards half of Middleton St George are underlain by Tees Sherwood Sandstone, classified as 'Good' for both quantitative and chemical status in 2015.	Across the ten groundwater operational catchments in the Northumbria river basin district, in 2015: Quantitative Status*: 10% - Poor 90% - Good Chemical Status: 70% - Poor 30% - Good *The quantitative status of a groundwater source is based on the level of groundwater abstraction and how this relates the level of recharge and the natural low flow resource of the groundwater body.	The Skerne Magnesian Limestone groundwater has the objective of achieving a 'Good' quantitative and chemical status by 2027.	The vast majority of the groundwater under the borough was classed as 'Poor' in 2015. However, the quantitative and chemical quality of the groundwater catchment is predicted to be 'Good' by 2027. Northumbria River Basin Management Plan 2015: https://www.gov.uk/government/collections/river-basin-management-plans-2015#northumbria-river-basin-district-rbmp-2015 Environment Agency - Catchment Data Explorer (Tees): http://environment.data.gov.uk/catchment-planning/ManagementCatchment/3093
Water Use and Abstraction *	Daily domestic water use (per capita consumption, litres): Daily: 136	Average daily domestic water use for the UK is 154 litres.	Not applicable	Shows that daily domestic water consumption in Darlington is 18 litres less than the national average Ofwat: http://www.ofwat.gov.uk/ Environment Agency: The Tees Catchment Abstraction Management Strategy 2008 (no longer available online).

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Environmental Protection					
Indicator	Darlington Baseline	Comparators	Targets	Trends	Source
	Abstraction Water is available at low flows with an abstraction limit of 3.8 mega litres a day all year (2008).	Not applicable	Reduce abstraction to 3.6 mega litres a day all year by 2014.	It is anticipated that no water will be available for further licensing at low flows by 2014	Tees Abstraction Licensing Strategy 2013: https://www.gov.uk/government/publications/tees-abstraction-licensing-strategy
Flooding ***	Area of borough in flood risk zones 2 and 3 (Feb 2016): Flood Zone 2 – 1,148 hectares (6% of borough) Flood Zone 3 – 4,724 hectares (24% of borough)			Flood risk is likely to increase over the next 25 years due to the impacts of climate change.	Darlington Borough Council Strategic Flood Risk Assessment Level 1 (2009) and Level 2 (2010): http://www.darlington.gov.uk/environment-and-planning/planning-and-environmental-policy/adopted-plan/local-plan-evidence-library/
	 <p>Flood Risk Data as of Feb 2016</p> <p> ■ Flood Zone 2 ■ Flood Zone 3 ■ Darlington Borough Boundary </p> <p>Environment Team For further information on Planning Policy Studies, please contact the Environment Team. Tel: 01223 555555 Email: environment@darlington.gov.uk Website: www.darlington.gov.uk </p>				

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Environmental Protection				
Indicator	Darlington Baseline	Comparators	Targets	Trends
	<p>The council will be undertaking a new Strategic Flood Risk Assessment (SFRA) for the emerging Local Plan. The previous assessment undertaken in support of the withdrawn Making and Growing Places DPD can be found on the council's website.</p> <p>Flood risk in neighbouring authorities:</p> <p>County Durham: The SFRA Level 1 identifies a flood risk arising from Woodham Burn (whose upper reaches are partly in Darlington borough) for residential properties and a school in Newton Aycliffe.</p> <p>Stockton Borough: There are various small watercourses flowing out of Darlington borough into Stockton, for which the Stockton SFRA identifies areas in Flood Risk Zones 2 and 3.</p> <p>Richmondshire District: The relevant SFRA identifies areas near the Tees, including nearly all of Croft-on-Tees village and much of Cleasby, as being in Flood Risk Zone 3.</p>			
				Source

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Waste and Minerals																																														
Indicator	Darlington Baseline	Comparators	Targets	Trends	Source																																									
Waste management sites	<p>Household Waste Recycling Sites: One site on Whessoe Rd.</p> <p>Bring Sites: There are 3 sites distributed across the borough.</p> <p>Waste Transfer Stations: There is one waste transfer station on Whessoe Road operated by Wades. However, the majority of waste to be disposed of at landfill or to be recycled is transported directly to Aycliffe which is 1 mile outside of Darlington Borough and 5 miles from Darlington Borough Council's waste depot.</p> <p>Landfill sites: Located at Aycliffe.</p>	Not applicable	Not applicable	<p>The amount of waste management sites in the Borough may change over time.</p> <p>The number of bring sites in the borough has reduced significantly in recent years from 17 sites down to only 3.</p>	Darlington Borough Council Waste Minimisation and Recycling Officer																																									
Household Waste ★★	<p>Local Authority collected waste (tonnes):</p> <table><thead><tr><th></th><th>Total collected waste</th><th>Total household waste</th><th>Household waste sent for recycling/ reuse</th><th>Total non-household waste</th><th>Non-household waste sent for recycling/ reuse</th></tr></thead><tbody><tr><td>2010/11</td><td>68,880</td><td>49,038</td><td>17,481</td><td>19,842</td><td>13,512</td></tr><tr><td>2011/12</td><td>65,009</td><td>47,625</td><td>21,380</td><td>17,384</td><td>11,482</td></tr><tr><td>2012/13</td><td>53,809</td><td>45,627</td><td>17,240</td><td>8,182</td><td>4,299</td></tr><tr><td>2013/14</td><td>53,215</td><td>45,832</td><td>15,235</td><td>7,383</td><td>3,530</td></tr><tr><td>2014/15</td><td>54,255</td><td>43,872</td><td>16,006</td><td>10,384</td><td>5,070</td></tr><tr><td>2015/16</td><td>60,221</td><td>44,082</td><td>12,732</td><td>16,139</td><td>6,620</td></tr></tbody></table> <p>NI191: Residual household waste per head (kg) 588 (2010/11) 541 (2011/12) 583 (2012/13) 625 (2013/14)</p>		Total collected waste	Total household waste	Household waste sent for recycling/ reuse	Total non-household waste	Non-household waste sent for recycling/ reuse	2010/11	68,880	49,038	17,481	19,842	13,512	2011/12	65,009	47,625	21,380	17,384	11,482	2012/13	53,809	45,627	17,240	8,182	4,299	2013/14	53,215	45,832	15,235	7,383	3,530	2014/15	54,255	43,872	16,006	10,384	5,070	2015/16	60,221	44,082	12,732	16,139	6,620	<p>Waste Strategy 2007 targets include:</p> <ul style="list-style-type: none">recycling and composting of household waste – at least 40% by 2010, 45% by 2015 and 50% by 2020; andrecovery of municipal waste – 53% by 2010, 67% by 2015 and 75% by 2020	<p>Shows that total waste collected by the local authority decreased by 8,659 tonnes (12.5%) in the period 2010-2015.</p> <p>However, the amount of waste sent for recycling/composting/ reuse has reduced over the same period by 11,641 tonnes to a total of 19,352 tonnes in 2015/16. In 2010/11 the amount of waste sent for recycling/composting/ reuse accounted for 45% of the total waste collected, in 2015/16 this has fallen to 32%.</p>	<p>Local authority collected waste: https://www.gov.uk/government/statistical-data-sets/env18-local-authority-collected-waste-annual-results-tables</p> <p>National Indicator Set data:</p>
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APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Waste and Minerals				
Indicator	Darlington Baseline	Comparators	Targets	Trends
	<p>570 (2014/15) 563 (2015/16)</p> <p>NI193: % of municipal waste landfilled</p> <p>35.0 (2010/11) 38.4 (2011/12) 44.9 (2012/13) 33.0 (2013/14) 33.3 (2014/15) 40.8 (2015/16)</p> <p>NI192: % of household waste sent for reuse, recycling and composting</p> <p>42 (2010/11) 44.7 (2011/12) 37.8 (2012/13) 36.5 (2014/15) 37 (2015/16)</p>	<p>Local targets:</p> <p>NI191: No local target set</p> <p>NI193: 73.5% (2008/09) 66.0% (2009/10) 65.0% (2010/11) 65.0 (2011/12)</p> <p>NI 192: 26% (2008/09) 27% (2009/10) 35% (2010/11) 35% (2011/12)</p> <p>Not applicable.</p>	<p>Shows an increase in the percentage of municipal waste sent to landfill of 5.8% between 2010-16.</p> <p>Shows a decrease in the percentage of household waste sent for reuse, recycling and composting of 5% between 2010-16.</p> <p>No quarrying activity currently takes place in Darlington borough.</p>	<p>https://data.gov.uk/dataset/ni_193_-_municipal_waste_land_filled/resource/b8512442-8e48-4551-89fb-b2bb9387a20a</p> <p>Darlington Borough Council Corporate Plan 2008-2012</p> <p>Tees Valley Joint Minerals and Waste Development Plan Document, 2011: http://www.darlington.gov.uk/environment-and-planning/planning/planning-and-environmental-policy/minerals-and-waste/</p> <p>Tees Valley Joint Local Aggregates Assessment, 2016: http://www.darlington.gov.uk/media/1270077/TeesValleyLocalAggregatesAssessment2016.pdf</p>
Minerals *	<p>Historically in Darlington borough the Permian Magnesian Limestone outcrop provided a source of building stone for the local area and clay was extracted for brickmaking. However, the extraction of all these minerals has gradually declined over the years and there is currently no quarrying activity in Darlington.</p> <p>No coal extraction has taken place at the Southfields site in Darlington since early 2005.</p>	Not applicable.		

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Biodiversity and Geodiversity				
Indicator	Darlington Baseline	Comparators	Targets	Trends
Designated Sites - Sites of Special Scientific Interest *	Four Sites of Special Scientific Interest (SSSI): <ul style="list-style-type: none">• Naasham Fen: 2.2 ha (geological interest). Small infilled kettle hole which provides an important record of Flandrian vegetation history and environmental change – 100% favourable (last assessed 2012).• Hell Kettles: 3.44 ha (biological interest). Only site in County Durham area where open water fed by calcareous springs occur. Only site with saw-sedge dominated swamp, rare and local wetland plants – 100% favourable (last assessed 2011).• Redcar Field: 0.67 ha (biological interest). Supports a range of fen vegetation types not found at any other site in County Durham. Only site known to contain fen meadow – 100% favourable (last assessed 2011).• Newton Ketton Meadow: 1.90 ha (biological interest). One of the very few surviving unimproved hay meadows in the coastal plain between the River Tyne and Tees – 100% favourable (last assessed 2011). Site is now in ELS/HLS agreement. Total hectares designated: 8.21 hectares (0.04% of borough). Darlington has 8 LNR's and two candidate LNRs.		Target of 50% in favourable condition and a further 45% in ecologically recovering state by 2020.	All of Darlington's SSSI's currently meet the PSA target. 100% of the SSSI area are in a favourable condition. None of the sites have an identified condition threat.
Designated Sites – Local Nature Reserves **	Local Nature Reserves: <ul style="list-style-type: none">• The Whinnies: 11.46 ha – diverse site of grassland, woodland and wetland. Home to a variety of unusual orchids and butterflies.• Drinkfield Marsh: 5.44 ha – home to many over wintering birds.• Brinkburn: 1.76 ha – dominated by a pond and wet woodland.• Brankin Moor: 1.85 ha – includes a woodland rich in orchids and other woodland plants.• Geneva Wood: 13.11 ha – small woodland site.• Rockwell: 23.69 ha – green space in the heart of the town along the River Skerne.• Maidendale Fishing and Nature Reserve: 7.51ha – includes wetlands and grasslands. Suitable for LNR designation: <ul style="list-style-type: none">• West Park: 12 ha – contains chalk grassland.• Redhall: 6 ha- Newly created grassland and wetland site, currently LWS designation. Total hectares designated: 64.82 ha (82.82 ha if you include the two candidate LNRs). Percentage of borough area = 0.33%		Natural England target of 1 ha of Local Nature Reserve per 1,000 of the population.	Darlington contains 0.61 hectares of LNRs per 1,000 population (or 0.78 ha/1000 if you include the candidate LNRs). * Darlington therefore currently falls short of Natural England's target by 0.39 ha/1000. *Based on the ONS 2016 mid-year population projection of 105,646 people.
				Natural England - Magic Map: http://www.natureonthemap.naturalengland.org.uk/MagicMap.aspx Natural England – Designated Sites View: https://designatedsites.naturalengland.org.uk/

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Biodiversity and Geodiversity				
Indicator	Darlington Baseline	Comparators	Targets	Trends
SSSIs and other wildlife sites within 1km of the Borough boundaries **	Midridge Quarry SSSI, Shildon: 2.07 ha (geological interest). Internationally important palaeontological site.	Whitton Bridge Pasture SSSI: 3.18 ha (biological interest) & Briarcroft Pasture SSSI: 1.74 ha (biological interest). These two SSSIs in Stockton Borough near Bishopthorpe comprise the only remaining MG5 species-rich unimproved grassland sites in the Tees Lowlands; of national importance.	Not applicable.	Midridge Quarry SSSI – 100% favourable (last assessed 2014). Medium condition threat risk.
	Byerley LNR, Newton Aycliffe, Durham.	Stillington Forest Park LNR, Stockton-on-Tees.		Whitton Bridge Pasture SSSI – 100% favourable (last assessed 2012). Requires protection from spray from adjacent land. Encroachment of negative indicator species needs to be monitored. Adjoins Darlington Borough.
Improved Local Biodiversity **	NI 197: Improved local biodiversity – active management of local sites.	Proportion of local sites where positive conservation management has been or is being implemented:	Target should be for all sites to be in positive management.	Briarcroft Pasture SSSI – 100% unfavourable, recovering (last assessed 2011). Medium condition threat risk.
	Proportion of local sites where positive conservation management has been or is being implemented:	2008/09: 13%		Concentration of SNCIs, especially woodland, along the River Tees.

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Biodiversity and Geodiversity				
Indicator	Darlington Baseline	Comparators	Targets	Trends
	2011/12: 37%	2015/16 Hartlepool: 49% (23 of 47 sites) Middlesbrough: 65% (11 of 17 sites) Redcar and Cleveland: 60% (41 of 68 sites) Stockton: 57% (32 of 56 sites)		All data is now available for other authorities through the Tees Valley LNP (Local Nature Partnership).
Priority habitats ***	Darlington contains the following Priority Habitats listed in the UK Biodiversity Action Plan (BAP): <ul style="list-style-type: none">• Lowland meadows (5.1ha)• Lowland calcareous grassland – very rare (0.6ha)• Lowland dry acid grassland – very rare (1ha)• Fens – very rare (1ha)• Reedbeds – very rare (0.5ha)• Purple moorgrass and rush pastures – very rare (0.55ha)• Arable Field Margins• Reedbeds• Ponds• Rivers• Wet Woodland• Brownfields (Open Mosaic habitats on previously developed land)• Hedgerows Other Tees Valley Priority Habitats: <ul style="list-style-type: none">• Semi Natural broad-leaved woodland• Gardens & Cemeteries• Roadside verges• Traditional Orchard	Overarching target: Ensure that there is no loss in the extent or quality of the North East Region's existing resource of UK BAP habitats. Lowland Meadows – Unimproved lowland meadows are an increasingly rare and threatened habitat in the UK. Many have been, and continue to be, lost by agricultural intensification or scrub encroachment. It is estimated that Britain has lost more than 97% of its unimproved grassland since 1939. In the Tees Valley, most lowland meadows are a fragmented habitat managed as pastures Lowland Calcareous Grassland – Has declined markedly since the Second World War largely through agricultural intensification Lowland Dry Acid Grassland – Continues to be a rare and fragmented resource in the Durham BAP area Fens and Reedbeds – Continue to be fragmented habitats with numerous threats Purple Moor Grass and rush Pastures – no trend identified but very rare in Darlington. Arable Field Margins – Particularly valuable to lowland farmland birds such as Tree Sparrow, Skylark and linnet. Brownfields – Ex developed land without formal use with pioneer communities established. Poor nutrient status leads to specialist plants and species, such as Dingy Skipper. Hedgerows – diverse habitats which provide invaluable corridors of connectivity between habitats. Semi Natural broad-leaved woodland - A broad range of woodland types, most notably Ancient semi natural and Wet woodland being found rarely in Darlington. Gardens & Allotments – making up to 25% of urban greenspace which is a significant contributor	Biodiversity Targets and Indicators for the North East of England (NE Biodiversity Forum), 2004: http://www.nebiodiversity.org.uk/docs/2.pdf A Biodiversity Audit of the North East (NE Biodiversity Forum), 2001: http://www.nebiodiversity.org.uk/docs/1.pdf Delivery Plan for North East Regional Biodiversity Targets 2010: http://www.nebiodiversity.org.uk/docs/195.pdf Tees Valley Local Nature Partnership: http://teesvalleynaturepartnership.org.uk/	

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Biodiversity and Geodiversity					
Indicator	Darlington Baseline	Comparators	Targets	Trends	
Priority Species ***	Darlington contains the following Priority Species listed in the UK Biodiversity Action Plan (BAP): Mammals <ul style="list-style-type: none">- Water Vole- Brown Hare- European Otter- Bat species (except common pipistrelle)- Harvest Mouse Birds <ul style="list-style-type: none">- Barn Owl- Skylark- Linnet- Reed Bunting- Swift- Spotted Flycatcher- Tree Sparrow- Grey Partridge- Bullfinch- Song Thrush- Bittern Amphibian <ul style="list-style-type: none">- Great Crested Newt Fish <ul style="list-style-type: none">- Bullhead- Salmon- Brown Trout- European Eel Crustacean <ul style="list-style-type: none">- White Clawed Crayfish In addition, the following species recorded in Darlington Borough are featured in the Tees Valley BAP: <ul style="list-style-type: none">- Dingy Skipper- White letter Hairstreak	Not applicable.	Targets for Tees Valley BAP area: Water vole Ensure existing populations are protected, and their habitat enhanced and extended through development control and flood risk operations. GCN Strengthen and expand known metapopulations by carrying out pond creation and management work through the Tees Valley Pondscape Project. Harvest mouse Develop suitable habitat links around current sites to allow species to extend range.	Water Vole – severe decline – national protection status Brown Hare – Little information on population trends but believed to be widespread Otter – Widespread on the Tees. The Skerne remains to be fully colonised. Some encouraging signs in terms of expansion of range but species is still rare and has European Protection Status. Harvest Mouse – Small numbers recorded in Darlington, predominantly along hedgerows to the north of the town. Soprano Pipistrelle Bat – ubiquitous throughout the whole of the area. Has European protection status. Skylark – Numbers are down by about 38% since 1994 in the region as a whole. Linnet – common and well distributed species. Reed Bunting – Declined nationally by over 60% since the 70's but remains widespread in lowland areas. The DBAP breeding population is between 500 and 800 pairs. Spotted Flycatcher – In sharp decline. Tree Sparrow – Have decreased by at least 50% in the North East since the 70's. Locally common but sparsely distributed. Song Thrush – Populations are fairly stable at low numbers.	Biodiversity Targets and Indicators for the North East of England (NE Biodiversity Forum), 2004: http://www.nebiodiversity.org.uk/docs/2.pdf A Biodiversity Audit of the North East (NE Biodiversity Forum), 2001: http://www.nebiodiversity.org.uk/docs/1.pdf Delivery Plan for North East Regional Biodiversity Targets 2010: http://www.nebiodiversity.org.uk/docs/195.pdf Tees Valley Local Nature Partnership: http://teesvalleynaturepartnership.org.uk/

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Biodiversity and Geodiversity				
Indicator	Darlington Baseline	Comparators	Targets	Trends
	<ul style="list-style-type: none">- Grayling- Forester- Harvest Mouse- Black Poplar- Swift- Yellow Wagtail- Tufted Sedge- Brown Trout- Eel- Salmon <p>Plants</p> <ul style="list-style-type: none">- Black Poplar- Pepper saxifrage- Small leaved Lime			<p>Barn Owl: Recent revival in numbers.</p> <p>Great Crested Newt –Decline in recent years. Studies indicate a national rate of colony loss of approximately 2% over 5 years.</p> <p>White Clawed Crayfish – Thought to have declined dramatically in recent decades.</p> <p>Black Poplar – Darlington has most of the Tees Valley native examples.</p>
Geology	Broadly, the underlying geological strata dip to the south east toward Middlesbrough. The oldest rocks are the Carboniferous Coal Measures, Magnesian Limestone and Millstone Grit series, which outcrop to the north and west of Darlington. Overlying these strata to the east are the Permian and Triassic Sandstones which include the Sherwood Sandstone, a major aquifer. The Permian and Triassic Sandstones form the main underlying rocktype from Darlington to the mouth of the Tees. To the south of the Tees, the youngest rocktypes are found around Middlesbrough and Guisborough. The solid strata in this area comprises the Keuper Marl (Mercia Mudstone) and the Jurassic Sandstones. It is these strata that also underlie the North York Moors National Park		Not applicable.	Not applicable.
				<p>Tees Valley Joint Local Aggregates Assessment, 2016: http://www.darlington.gov.uk/media/1270077/TeesValleyLocalAggregatesAssessment2016.pdf</p>

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Recreation and Leisure																																																																										
Indicator	Darlington Baseline	Comparators	Targets																																																																							
Adult participation in sport ★★	Adult (age 16+) participation in sport – three (or more) times a week (formerly N18):																																																																									
	<table><tr><th></th><th>2008/09</th><th>2009/10</th><th>2010/11</th><th>2011/12</th><th>2012/13</th><th>2013/14</th><th>2014/15</th><th>2015/16</th></tr><tr><td>England</td><td>21.90%</td><td>22.10%</td><td>21.80%</td><td>22.90%</td><td>24.40%</td><td>24.10%</td><td>23.30%</td><td>23.80%</td></tr><tr><td>North East</td><td>21.50%</td><td>22.10%</td><td>21.20%</td><td>23.10%</td><td>25.80%</td><td>24.00%</td><td>23.40%</td><td>23.20%</td></tr><tr><td>Darlington</td><td>18.60%</td><td>22.90%</td><td>24.40%</td><td>22.90%</td><td>25.80%</td><td>21.00%</td><td>25.30%</td><td>29.40%</td></tr></table> <p>Legend: England (blue line), North East (orange line), Darlington (grey line)</p> <p>Local Targets: 22% (2008/09) 23% (2009/10) 24% (2010/11) 25% (2011/12)</p> <p>Adult (aged 16+) participation in sport (at least once a week) by gender:</p> <table><tr><th></th><th colspan="3">Males</th><th colspan="3">Females</th></tr><tr><th></th><th>2005/06</th><th>2015/16</th><th>2005/06</th><th>2015/16</th><th>2015/16</th><th>2015/16</th></tr><tr><td>Darlington</td><td>36.6%</td><td>45.7%</td><td>28.5%</td><td>36.9%</td><td>36.9%</td><td>36.9%</td></tr><tr><td>North East</td><td>39.1%</td><td>37.4%</td><td>27.3%</td><td>28.3%</td><td>28.3%</td><td>28.3%</td></tr><tr><td>England</td><td>39.4%</td><td>40.5%</td><td>30.1%</td><td>31.9%</td><td>31.9%</td><td>31.9%</td></tr></table>				2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	England	21.90%	22.10%	21.80%	22.90%	24.40%	24.10%	23.30%	23.80%	North East	21.50%	22.10%	21.20%	23.10%	25.80%	24.00%	23.40%	23.20%	Darlington	18.60%	22.90%	24.40%	22.90%	25.80%	21.00%	25.30%	29.40%		Males			Females				2005/06	2015/16	2005/06	2015/16	2015/16	2015/16	Darlington	36.6%	45.7%	28.5%	36.9%	36.9%	36.9%	North East	39.1%	37.4%	27.3%	28.3%	28.3%	28.3%	England	39.4%	40.5%	30.1%	31.9%	31.9%	31.9%
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	<p>Just over a quarter of the adult population participate in sport and active recreation at least three times a week.</p> <p>Participation rates in Darlington have fluctuated over time, as have results for the North East and England.</p> <p>The figures show that adult participation in sport increased between 2008/09 and 2015/16 by 10.8% however the 2008/09 result was a bit of an anomaly with the previous years result being 23.4%. The last two years results for Darlington are above both the national and regional levels of participation.</p> <p>The Council met two of the four targets for participation set out in the Corporate Plan 2008-12.</p> <p>The participation rate of males in Darlington is higher than that of females, reflecting the national and regional trend. Participation of both male and female adults in sport (at least once a week) has increased between 2005/05 and 2015/16 by 9.1% and 8.4% respectively.</p>																																																																									
	<p>Sport England – Active People Survey: http://activepeople.sportengland.org/</p> <p>Sport England – Local Sport Profile Darlington: http://localsportprofile.sportengland.org/</p> <p>Darlington Borough Council Corporate Plan 2008-2012</p>																																																																									

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Recreation and Leisure

Indicator	Darlington Baseline	Comparators	Targets	Trends	Source																																																																																																																																															
Children and young people's participation in sport ***	NI57: Children and young people's participation in high-quality PE and sport: 54% (2004/05) 64% (2005/06) 79% (2006/07) 82% (2007/08) 75% (2008/09)	England: 81% (08/09)	Local Targets: 94% (08/09) 94% (09/10) 94% (10/11)	Darlington has seen an increase of 21% of children and young people's participation in high quality PE and sport. However, the upward trend was reversed in the final year of available statistics with a reduction of 7% between 2007/08 and 2008/09. Darlington was 6% below the national average and 19% behind the local target in 2008/09.	DATA.GOV.UK: https://data.gov.uk/data/search?tags=national-indicators (National Indicators have been discontinued). Darlington Borough Council Corporate Plan 2008-2012																																																																																																																																															
Sports facilities ★	<p>Number of facilities (Sport England - Active Places*):</p> <table><tr><th>Facilities</th><th>Total</th><th>Private</th><th>Public</th><th>% Public</th></tr><tr><td>Athletic Tracks</td><td>2</td><td>0</td><td>2</td><td>100.0%</td></tr><tr><td>Golf</td><td>8</td><td>0</td><td>8</td><td>100.0%</td></tr><tr><td>Grass Pitches</td><td>134</td><td>27</td><td>107</td><td>79.9%</td></tr><tr><td>Health and Fitness Suite</td><td>19</td><td>3</td><td>16</td><td>84.2%</td></tr><tr><td>Ice Rinks</td><td>0</td><td>0</td><td>0</td><td>0.0%</td></tr><tr><td>Indoor Bowls</td><td>1</td><td>0</td><td>1</td><td>100.0%</td></tr><tr><td>Indoor Tennis Centre</td><td>0</td><td>0</td><td>0</td><td>0.0%</td></tr><tr><td>Ski Slopes</td><td>0</td><td>0</td><td>0</td><td>0.0%</td></tr><tr><td>Sports Hall</td><td>26</td><td>4</td><td>22</td><td>84.6%</td></tr><tr><td>Squash Courts</td><td>7</td><td>0</td><td>7</td><td>100.0%</td></tr><tr><td>Studio</td><td>18</td><td>1</td><td>17</td><td>94.4%</td></tr><tr><td>Swimming Pool</td><td>12</td><td>0</td><td>12</td><td>100.0%</td></tr><tr><td>Artificial Grass Pitch</td><td>4</td><td>1</td><td>3</td><td>75%</td></tr><tr><td>Tennis Courts</td><td>2</td><td>0</td><td>2</td><td>100.0%</td></tr><tr><td>Darlington Total</td><td>233</td><td>36</td><td>197</td><td>84.5%</td></tr><tr><td>North East Total</td><td>5,703</td><td>1,166</td><td>4,537</td><td>79.6%</td></tr></table> <p>Percentage of sports facilities on school sites:</p> <table><tr><th>Facilities</th><th>Number</th><th>%</th><th>Darlington</th><th>%</th><th>Public</th><th>%</th><th>North East</th><th>%</th><th>Public</th><th>%</th></tr><tr><td>Athletic Tracks</td><td>2</td><td>100.0%</td><td>100.0%</td><td>100.0%</td><td>56.0%</td><td>93.0%</td></tr><tr><td>Golf</td><td>0</td><td>0.0%</td><td>0.0%</td><td>0.0%</td><td>0.0%</td><td>0.0%</td></tr><tr><td>Grass Pitches</td><td>86</td><td>63.2%</td><td>77.9%</td><td>53.4%</td><td>53.8%</td></tr><tr><td>Health and Fitness Suite</td><td>5</td><td>26.3%</td><td>40.0%</td><td>29.9%</td><td>51.3%</td></tr><tr><td>Ice Rinks</td><td>0</td><td>-</td><td>0.0%</td><td>0.0%</td><td>0.0%</td><td>0.0%</td></tr><tr><td>Indoor Bowls</td><td>0</td><td>0.0%</td><td>0.0%</td><td>0.0%</td><td>0.0%</td><td>0.0%</td></tr><tr><td>Indoor Tennis Centre</td><td>0</td><td>-</td><td>0.0%</td><td>11.1%</td><td>100.0%</td></tr></table> <p>Darlington has a greater percentage of sports facilities available for public use (84.5% of facilities identified) than regionally.</p> <p>There has been an increase in the total number of facilities available in Darlington since January 2015 of eighteen facilities (1 golf course; 11 grass pitches; 1 health and fitness suite; 2 sports halls; and 3 studios).</p> <p>A greater percentage of sports facilities are located on school sites in Darlington than across the region with 78% of these facilities open to community use compared to only 60% across the region.</p> <p>The Council are to produce an updated Playing Pitch and Sports Facility Needs Assessment as part of the evidence base to the Local Plan, which will also be used</p>					Facilities	Total	Private	Public	% Public	Athletic Tracks	2	0	2	100.0%	Golf	8	0	8	100.0%	Grass Pitches	134	27	107	79.9%	Health and Fitness Suite	19	3	16	84.2%	Ice Rinks	0	0	0	0.0%	Indoor Bowls	1	0	1	100.0%	Indoor Tennis Centre	0	0	0	0.0%	Ski Slopes	0	0	0	0.0%	Sports Hall	26	4	22	84.6%	Squash Courts	7	0	7	100.0%	Studio	18	1	17	94.4%	Swimming Pool	12	0	12	100.0%	Artificial Grass Pitch	4	1	3	75%	Tennis Courts	2	0	2	100.0%	Darlington Total	233	36	197	84.5%	North East Total	5,703	1,166	4,537	79.6%	Facilities	Number	%	Darlington	%	Public	%	North East	%	Public	%	Athletic Tracks	2	100.0%	100.0%	100.0%	56.0%	93.0%	Golf	0	0.0%	0.0%	0.0%	0.0%	0.0%	Grass Pitches	86	63.2%	77.9%	53.4%	53.8%	Health and Fitness Suite	5	26.3%	40.0%	29.9%	51.3%	Ice Rinks	0	-	0.0%	0.0%	0.0%	0.0%	Indoor Bowls	0	0.0%	0.0%	0.0%	0.0%	0.0%	Indoor Tennis Centre	0	-	0.0%	11.1%	100.0%	Sport England - Active Places Power: https://www.activeplacespower.com/ Sport England - Local Sport Profile Darlington: http://localsportprofile.sportengland.org/
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Recreation and Leisure					
Indicator	Darlington Baseline	Comparators	Targets	Trends	Source
	Ski Slopes Sports Hall Squash Courts Studio Swimming Pool Artificial Grass Pitch Tennis Courts Total	0 21 0 3 4 3 0 124	- 80.8% 0.0% 16.7% 33.3% 75.0% 0.0% 53.2%	0.0% 81.0% 0.0% 66.7% 100.0% 100.0% 0.0% 78.2%	0.0% 70.4% 66.7% 80.7% 76.3% 77.8% 72.5% 60.2%
*Active Places is a national sport facility database managed and maintained by Sport England. The database is regularly update and the data provided in the table above should be viewed as a snapshot in time. The data above was correct at the beginning of July 2017.					
Satisfaction with local sports provision *	KPI16 - % very/fairly satisfied with local sports provision: 2012/13 – 67.5% 2013/14 – 56.4% 2014/15 – 63.5% 2015/16 – 63.9%	North East and England: 2012/13 – 62.8% (NE), 60.3% (E) 2013/14 – 62.5% (NE), 61.6% (E) 2014/15 – 63.1% (NE), 61.8% (E) 2015/16 – 62.5% (NE), 62.1% (E)	Not applicable.	Apart from the survey results for 2013/14, Darlington has consistently scored higher in terms of satisfaction than the regional and national level.	Sport England – Local Sport Profile Darlington: http://localsportprofile.sportengland.org/
Public Rights of Way ***	Total PROW – 346 kilometres (216 miles) Footpaths – 280km Bridleways – 66km Byways – 0.13km <ul style="list-style-type: none"> 30km are located within the town of Darlington itself. 45% of the population say that they use the network either never or very occasionally 20% say that they use the network once a month 35% are regular users 	Not applicable	Not applicable	The % of the population using the Darlington countryside as a place for quality walking, cycling or riding is very low – less than 5% of the population. Only 9% of paths are judged to be of a very high quality and have a high level of usage. Further surveys will identify whether this trend is improving or worsening.	Darlington's Right of Way Improvement Plan: http://www.darlington.gov.uk/environment-and-planning/rights-of-way/rights-of-way-improvement-plan/

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Landscape and Open Space																																	
Indicator	Darlington Baseline	Comparators	Targets	Trends	Source																												
Landscape Character ***	<p>Darlington's landscape character is mainly classified as Tees Lowlands. Other landscape character classifications include:</p> <ul style="list-style-type: none"> Durham Magnesian Limestone Plateau (small area in the North/North West of the Borough) Durham Coalfield Pennine Fringe (small area in the North West of the Borough) 	<p>Not applicable</p>	<p>Not applicable</p>	<p>The Tees Lowlands has issues with:</p> <ul style="list-style-type: none"> Hedgerow removal and the loss of meadows and pasture through agricultural Intensification Recreational development near to urban areas e.g. golf courses 	<p>Natural England: http://www.naturalengland.org.uk/ourwork/landscapes/englands/character/areas/northeast.aspx</p> <p>Darlington Landscape Character Assessment: http://www.darlington.gov.uk/media/1082706/Darlington-Landscape-Character-Assessment.pdf</p>																												
Tranquillity *	<p>The mean tranquillity score for Darlington is -13.1</p> <p>Mapping data shows that people are least likely to experience tranquillity in Darlington town, and most likely to experience tranquillity in the areas surrounding the villages of Denton, Walworth and Summerhouse and the area surrounding the villages of Bishopton and Brafferton.</p>	<p>Darlington Borough is ranked 39th out of the 87 county council/unitary authority areas.</p> <p>Nearest neighbours scored: Durham +12.0 Redcar and Cleveland -13.3 Stockton on Tees -24.6 Middlesbrough -55.9</p>	<p>Target should be to increase the tranquillity score of Darlington Borough</p>	<p>The urbanised parts of the Borough are the least tranquil. The rural West and North East of the Borough are the most tranquil.</p> <p>Darlington is the most tranquil of the Tees Valley authorities.</p>	<p>http://www.cpre.org.uk/resources?query=tranquillity+map&filter_order=date&filter_order_dir=desc&it%5B%5D=3483</p>																												
Provision of Open Space **	<p>Open Space Strategy Update - key findings (2010):</p> <table> <tr> <th colspan="2">Quantity and Level of Provision*</th></tr> <tr> <td>Total area of open space</td><td>703.93 ha</td></tr> <tr> <td>Total area of open space within and on the fringe of the urban area</td><td>656.34 ha</td></tr> <tr> <td>Total area of accessible open space</td><td>613.03 ha</td></tr> <tr> <td>Total number of spaces</td><td>284</td></tr> <tr> <td>Total number of accessible spaces</td><td>211</td></tr> <tr> <td>Total number of spaces over 0.1ha</td><td>276</td></tr> <tr> <td>Accessible urban open space/1000 urban population</td><td>7.01 ha</td></tr> <tr> <td>Accessible open space/1000 population</td><td>6.61 ha</td></tr> </table> <p>Quality and Value: Accessible Spaces</p> <table> <tr> <td>No of high value sites</td><td>156</td></tr> <tr> <td>No of medium value sites</td><td>43</td></tr> <tr> <td>No of low value sites</td><td>12</td></tr> <tr> <td>Sites of 1 star quality</td><td>4</td></tr> <tr> <td>Sites of 2 star quality</td><td>51</td></tr> </table>					Quantity and Level of Provision*		Total area of open space	703.93 ha	Total area of open space within and on the fringe of the urban area	656.34 ha	Total area of accessible open space	613.03 ha	Total number of spaces	284	Total number of accessible spaces	211	Total number of spaces over 0.1ha	276	Accessible urban open space/1000 urban population	7.01 ha	Accessible open space/1000 population	6.61 ha	No of high value sites	156	No of medium value sites	43	No of low value sites	12	Sites of 1 star quality	4	Sites of 2 star quality	51
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Sites of 1 star quality	4																																
Sites of 2 star quality	51																																
	<p>Natural England Accessible Natural Greenspace Standard (ANGst) of at least 2 hectares of natural green space per 1,000 population.</p> <p>Local Targets - by 2017 :</p> <ul style="list-style-type: none"> 6.2ha/1000 population accessible open space in urban area 99% of all homes in the urban area 																																
	<p>In 2010 Darlington had a high provision of open space that is over three times the ANGst standard level of provision within and on the fringe of the urban area. The majority of open space within Darlington is also of High Value.</p> <p>However, several issues exist:</p> <ul style="list-style-type: none"> Poor levels of provision coincide with areas of deprivation 																																
	<p>Darlington Borough Council Open Spaces Strategy 2007-2017: http://www.darlington.gov.uk/environment-and-planning/planning/planning-and-environmental-policy/strategies-projects-and-studies/open-space-strategy/</p> <p>Open Spaces Strategy Update Report 2011: http://www.darlington.gov.uk/media/112717/oss-5.pdf</p>																																

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Landscape and Open Space

Indicator

Darlington Baseline

Comparators

Sites of 3 star quality

115

Sites of 4 star quality

39

Sites of 5 star quality

2

Types of Open Space

Allotments

27

Cemeteries

9

Children and young people's space

22

Green Corridors

20

Natural and semi natural greenspace

25

Informal recreation

88

Landscape amenity

30

Parks and gardens

14

Civic Spaces

3

*Data excludes playing pitches and outdoor sports facilities unless they are publicly accessible playing pitches that are part of another type of open space (e.g. South Park) and are used for informal recreation by the community.

Proportion of open space within or on the fringe of the main urban area: 93%.

High value sites: 74%

Medium value sites: 20%

Low value sites: 6%

% sites 4 star quality or above: 19%

% sites 3 star quality or above: 74%

to be within 300m of an accessible open space of at least 0.1ha

25% of open space to be of high quality (4* or above)

70% of open space to be of medium quality (3* or above)

Differences in the quality of open space depending on where residents live

Geographical gaps in the provision of specific types of open space

Evolving open space needs of an ageing population

Protection and enhancement of open spaces within villages

The number of spaces of below average quality has decreased in recent years. However, 31% of natural and semi-natural sites are below average quality.

A new open space strategy is to be developed as part of the Local Plan evidence base and will inform the Sustainability Appraisal.

Provision of accessible open space varies across the urban area. The South East of Darlington has the most spaces covering the largest area (30% of all open space) while the Central locality has the least number of spaces over the smallest area (12%).

In the rural area Middleton St George has the most provision (25.34 ha over 13 spaces) while Heighington has the lowest (6.34 ha across 7 spaces).

Open Spaces Strategy Update Report 2011: <http://www.darlington.gov.uk/media/112717/oss-5.pdf>

Distribution of open space

Open Space Strategy Update (2010):

Locality	Number of accessible spaces	Total Area (hectares)	% Total Area	Provision per 1000 people
North West	36	84.43	13%	4.96/1000
Central	34	74.73	12%	3.71/1000
South West	37	126.16	19%	6.30/1000
South East	39	192.17	30%	11.46/1000
North East	37	131.33	20%	10.25/1000
Urban Total	183	608.82	94%	7.01/1000
Rural Total	28	40.36	6%	3.58/1000
Total	211	649.18	100%	6.61/1000

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Landscape and Open Space				
Indicator	Darlington Baseline	Comparators	Targets	Trends
Parks and Gardens ★★	<p>Darlington has 14 Parks and Gardens, an increase of 2 since the 2007.</p> <p>High value sites: 86% Medium value sites: 14% Low value sites: 0%</p> <p>% sites 4 star quality or above: 29% % sites 3 star quality or above: 93%</p> <p>As of 2015, Darlington has two parks that have been awarded Green Flag status*: South Park (since 2006) West Park (awarded in 2015)</p> <p>*West Cemetery and Crematorium also has a Green Flag award since 2013.</p>	Not applicable.	<p>Local Target: By 2017 public parks and gardens will be provided so that there is 0.85ha/1000 population within 15 minutes (1000m) walk of a park and so that all sites are at least 4* quality.</p>	<p>There is potential to improve the quality of Darlington's parks and gardens. Currently only 29% of sites are 4 star or above.</p> <p>Only two parks and gardens are not rated as high value spaces.</p>
				<p>Open Spaces Strategy Update Report 2011: http://www.darlington.gov.uk/media/112717/oss-5.pdf</p> <p>Green Flag Awards: http://www.greenflagaward.org.uk/</p>

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Heritage					
Indicator	Darlington Baseline	Comparators	Targets	Trends	Source
Listed heritage	Grade 1 - 8 assets Grade II* - 31 assets Grade II - 497 assets 536 listed heritage assets in total (July 2017).	Not applicable	Not applicable	The majority of listed buildings in the Borough are designated Grade II. The number of listed buildings within the Borough may change over time.	Historic England – National Heritage List for England (NHLE): https://historicengland.org.uk/listing/the-list
Heritage at Risk **	Darlington Borough Council - Heritage at Risk Register: 2005 - 24 listed heritage assets 2006 - 24 listed heritage assets 2008 - 26 listed heritage assets 2012 - 18 listed heritage assets 2013 - 25 listed heritage assets 2017 - 21 listed heritage assets In February 2017 the council's Heritage at Risk Register included: <ul style="list-style-type: none"> • 1 Grade I asset • 3 Grade II* assets • 17 Grade II assets The number of listed heritage assets on the register in 2017 equates to 4% of Darlington's listed heritage. In terms of % per grading type this is as follows: Grade 1 – 0.2% Grade II* - 0.6% Grade II – 3.0%	Not applicable.	The target should be to reduce the number of listed heritage assets that are at risk.	Shows that in total from 2005 to 2017 there is one additional heritage asset on the at risk register. In terms of movement from the list, seven heritage assets were added to the register between 2008 and 2013, but 4 were subsequently removed between 2013 and 2017. Three Grade II listed sites, made up of traditional agricultural farmhouse, cottages and vernacular farm buildings, were removed from the Local at Risk Register in 2017 following the completion of a residential conversion and the sale of all restored and converted listed properties at North Farm, Summerhouse.	Darlington Borough Council, Heritage at Risk Register: http://www.darlington.gov.uk/environment-and-planning/planning/conservation/heritage-at-risk/
Historical Environment Record (HER)	There are 1,479 records for Darlington on the HER, including 924 records of local/regional significance (July 2017).	Not applicable.	Not applicable.	The number of assets on the HER may change over time. The council are aware of further assets that are to be incorporated into the HER in due course including assets identified through the Stockton & Darlington Railway Audit, Royal Observer Corp Posts, Pillbox Study Group and Milestone Society records.	Durham County Council – Historic Environment Record: http://www.durham.gov.uk/article/2012/Historic-Environment-Record

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Heritage					
Indicator	Darlington Baseline	Comparators	Targets	Trends	Source
Scheduled Monuments	Number - 20 scheduled monuments (July 2017) Density - 1 per 9.85 square kilometres	Hartlepool – 8 monuments Middlesbrough – 3 monuments Stockton-on-Tees – 9 monuments Redcar and Cleveland – 83 monuments North East Density: 1 per 6.18 square kilometres Not applicable.	Not applicable.	Darlington has the second highest number of SM's in the Tees Valley. The density of scheduled monuments in Darlington is slightly below the North East Average.	Historic England – National Heritage List for England (NHLE): https://historicengland.org.uk/listing/the-list
Scheduled Monuments at Risk ★★	DBC's Scheduled Monuments Audit 2009 <u>High risk:</u> <ul style="list-style-type: none">Shackleton Beacon hillfort and tower millAll Saints' Church, SockburnMedieval moated manorial site of Low Dinsdale <u>Medium risk:</u> <ul style="list-style-type: none">Ketton BridgePiercebridge BridgeStarfish Bombing Decoy Site SF40A <u>Low risk:</u> <ul style="list-style-type: none">Skerne Bridge <u>Average star rating:</u> Access – 2/5 Visibility – 3/5 Interpretation – 1/5 Condition – 3/5 The National at Risk register currently shows the Shackleton Beacon hillfort and tower mill and All Saints Church at Sockburn as at risk.	The target should be to ensure that no SAM's are on the risk register	The 2009 audit identified 10% of Darlington's Scheduled Monuments as at high risk, and 30% at some level of risk. The council intends to undertake a new audit of Scheduled Monuments in the borough in the near future. Shows that improvements are needed in particular to the accessibility and provision of interpretation at scheduled monuments.	Darlington Borough Council Scheduled Monuments Audit 2009: http://www.darlington.gov.uk/media/75743/samaudit.pdf Historic England – National at Risk Register: https://www.historicengland.org.uk/advice/heritage-at-risk/search-register/results?q=Darlington&searchtype=har	

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Heritage					
Indicator	Darlington Baseline	Comparators	Targets	Trends	Source
Railway Heritage	<p>Darlington has eleven listed railway heritage assets. Three are designated as Grade II* and eight are designated as Grade II.</p> <p>The Grade II* listed assets consist of:</p> <ul style="list-style-type: none"> Bank Top Railway Station North Road Railway Station Goods Shed East South East of North Road Station <p>One Grade II* asset and two Grade II assets were identified as at risk in February 2017 on the local risk register. This equates to 21% of Darlington's listed railway heritage assets.</p> <p>In addition, Skerne Railway bridge, south east of Darlington Railway Museum, is designated as a Scheduled Monument.</p>	Not applicable.	The target should be to ensure that none of Darlington's designated railway heritage assets is at risk.	Darlington's railway heritage is clearly important to the boroughs history and landscape.	<p>Historic England – National Heritage List for England (NHLE): https://historicengland.org.uk/listing/the-list</p> <p>Darlington Borough Council, Heritage at Risk Register: http://www.darlington.gov.uk/environment-and-planning/planning/conservation/heritage-at-risk/</p>
Conservation Areas **	<p>Darlington has 17 Conservation Areas:</p> <ul style="list-style-type: none"> <u>Bishopston</u> <u>Coatham Mundeville</u> <u>Cockerton</u> <u>Denton</u> <u>Haughton-le-Skerne</u> <u>Heighington</u> <u>High Coniscliffe</u> <u>Hurworth</u> <u>Middleton One Row</u> <u>Northgate</u> <u>Piercebridge</u> <u>Sadberge</u> <u>Summerhouse</u> <u>Town Centre</u> <u>Victoria Embankment</u> <u>West End</u> 	Not applicable	<p>The target should be to ensure that the unique characteristics of Darlington's conservation areas are not jeopardised.</p> <p>Undertaking character appraisals for all of Darlington's conservation areas will assist with the protection of these areas as the unique components that give the area its character will be identified and readily available to developers etc.</p>	<p>The number of conservation areas may change over time. The numbers of areas with character appraisals should increase which will afford them better protection. Current issues experienced in the boroughs conservation areas include:</p> <ul style="list-style-type: none"> Loss of buildings from the key periods of the area's development Unsympathetic design of newer buildings 	<p>Darlington Borough Council - Conservation Areas: http://www.darlington.gov.uk/environment-and-planning/planning/conservation-areas/</p> <p>Historic England – National at Risk Register: https://www.historicengland.org.uk/advice/heritage-at-risk/search-register/</p>

APPENDIX B: SUSTAINABILITY APPRAISAL BASELINE

Heritage					
Indicator	Darlington Baseline	Comparators	Targets	Trends	Source
	<ul style="list-style-type: none"> <u>Parkgate</u> <p>Those that are underlined have Character Appraisals (12 in total).</p> <p>In total 460.29 ha (2.3%) of the Borough is designated as a conservation area</p> <p>English Heritage – National at Risk Register identifies the Northgate, Victoria Embankment and West End Conservation Areas as being at risk.</p>			<ul style="list-style-type: none"> Damage to the character of surviving buildings (façade etc.) Loss of traditional features such as sash windows, cast iron rainwater goods etc. Cluttered streetscapes High levels of traffic in some areas Vacant/disused and overgrown land 	
Historic Parks and Gardens	<p>Darlington borough has two sites on the English Heritage Register of Historic Parks and Gardens:</p> <ul style="list-style-type: none"> South Park- Grade II West Cemetery- Grade II 	Not applicable.	Not applicable.	Not applicable.	Historic England – National Heritage List for England (NHLE): https://historicengland.org.uk/listing/the-list
Historic Landscape	<p>A Historic Landscape Characterisation has been carried out for County Durham and Darlington Borough.</p> <p>Final report was completed in 2014 and is available for consultation via the Historic Environment Record. Data available as a GIS export.</p>	Not applicable.	Not applicable.	The results of the landscape characterisation will be incorporated into the Sustainability Appraisal baseline as soon as it becomes available.	Durham County Council: http://www.durham.gov.uk/article/2007/Historic-landscape-characterisation

APPENDIX C: ASSESSMENT OF LOCAL PLAN OBJECTIVES

The outcome of the assessment of the compatibility of the Proposed Submission Local Plan objectives with the SA objectives is summarised in the table below. A commentary is then provided for those objectives, where there are acknowledged areas of uncertainty. No areas of inconsistency have been found.

Below is a reminder of the Sustainability Appraisal objectives against which the Draft Local Plan objectives have been assessed.

Sustainability Objectives			
Objective 1: Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.			
Objective 2: Develop vibrant and cohesive communities.			
Objective 3: Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.			
Objective 4: Provide education and training opportunities to improve the skills and employment prospects of the resident population.			
Objective 5: Improve the safety and security of people and property.			
Objective 6: Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities.			
Objective 7: Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.			
Objective 8: Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.			
Objective 9: Make the most efficient use of land and resources.			
Objective 10: Minimise levels of noise, vibration, odour and light pollution.			
Objective 11: Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.			
Objective 12: Protect and enhance air and water quality and make efficient use of water.			
Objective 13: Protect and enhance biodiversity and geodiversity.			
Objective 14: Protect, and enhance access to, green infrastructure of all types.			
Objective 15: Protect and enhance the character and quality of Darlington's landscape.			
Objective 16: Conserve and enhance Darlington's distinctive and valuable historic environment.			
Key	Compatible	Inconsistent	Uncertain
			Neutral/No Link

APPENDIX C: ASSESSMENT OF LOCAL PLAN OBJECTIVES

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Local Plan Objective 1: Facilitating Economic Growth – facilitate sustainable economic growth of 7,000 new jobs within the Borough.																
a. Create the conditions to attract and retain investment, with a range and continuous supply of employment development opportunities in sustainable locations.																
b. Provide a choice and range of sites capable of delivering this growth. These will include established areas of existing economic development but also be flexible enough to be responsive to accommodate growth industries or the changing needs of established sectors.																
c. Support clusters of economic activity in the context of the Tees Valley Strategic Economic Plan and the Council's Economic Strategy.																
d. Promote Darlington Town Centre as the main location for shopping, leisure, culture and employment and strengthen its role as a regional centre for such activities.																
e. Diversify the rural economy to support businesses and existing communities whilst also protecting the Borough's valued open countryside.																
f. Facilitate the delivery of strategic infrastructure that supports economic growth, including the supply of appropriate housing.																
Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Local Plan Objective 2: Meeting Housing Needs – enable the development of at least 10,000 new homes in order to meet the housing needs and aspirations of those living and working in the Borough.																
a. Maintain a supply of land for new housing developments that meets the needs of the growing number of households.																
b. Achieve and maintain a 5 year supply of housing land.																
c. Provide a range of housing products providing types and tenures of homes suitable for all people, including people who are unable to access housing on the open market and for the Borough's ageing population.																

APPENDIX C: ASSESSMENT OF LOCAL PLAN OBJECTIVES

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
d. To have a portfolio of sites of different sizes, different housing products and delivery rates for the short, medium and long term.																
Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Local Plan Objective 3: A Well Connected Borough – to capitalise on Darlington's excellent existing connections to the national strategic transport network and seek improvements to regional connectivity across the Borough. New development that supports delivery of key infrastructure and a sustainable pattern for growth will be supported.																
a. Ensure that new development is in places where it will be reasonably accessible by public transport, cycling and walking.																
b. Maintain and improve transport links between communities within the Borough and further afield.																
c. Support development that enhances regionally and nationally important transport links including those offered by Darlington Station, Durham Teesside International Airport, Teesport and the Strategic Road Network.																
d. Delivery of communication infrastructure, including broadband, to enhance business and social interaction.																
e. To improve the local highway network by managing out strategic highway demands.																
Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Local Plan Objective 4: Create Cohesive, Proud & Healthy Communities – create and support cohesive communities through good place-making to achieve lively, well located and distinctive places with an increased sense of civic pride.																
a. Protect, maintain and enhance Darlington's historic environment and identity as a historic market town, set amongst countryside and surrounding villages with strong links to Railway, Quaker and industrial heritage.																
b. Maintain a vibrant, attractive and safe market town centre that embraces its historic character whilst functioning as a modern centre offering retail, culture, leisure, tourism and employment opportunities.																
c. Secure provision of necessary infrastructure to support growth including improvements to existing services.																

APPENDIX C: ASSESSMENT OF LOCAL PLAN OBJECTIVES

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
d. Ensure convenient access to local goods and services.																
e. Ensure residents have reasonable access to education facilities within the Borough and where necessary developers should contribute to the provision of education facilities in sustainable locations.																
f. Improve access to green spaces for leisure and recreation.																
g. To build healthier homes and environments that support independence at all stages of life.																
h. Tackle unhealthy environments by creating walkable neighbourhoods, delivering improved infrastructure for safe, active travel and more accessible public transport.																
i. Create connected neighbourhoods, with local social infrastructure and inclusive public spaces that enable people of all ages and abilities from all backgrounds to develop strong communities.																
j. Create healthy workplaces, schools and leisure facilities that make the most of opportunities to encourage physical activity, healthy eating and positive mental health and wellbeing.																
Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Local Plan Objective 5: Protect and Enhance the Countryside and Natural Environment – maintain and enhance the biodiversity, character and appearance of the countryside and wildlife habitats.																
a. Development within and around existing urban areas will be expected to protect, and add to, the Borough's rich and accessible existing Green Infrastructure network.																
b. Improve the amount of quality accessible greenspace where deficiencies in provision are identified.																
c. Protect and enhance bio-diversity across the Borough.																

APPENDIX C: ASSESSMENT OF LOCAL PLAN OBJECTIVES

Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
d. Mitigate flood risks through environmental and ecological improvement of the River Skerne and River Tees.																
Sustainability Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Local Plan Objective 6: Responding to Climate Change and Reducing Energy Consumption – support the continued move towards a low carbon community by encouraging efficient use of resources, good design and well located development, whilst increasing resilience to impacts from climate change.																
a. Manage flood risk from all sources.																
b. Maximise opportunities to generate and use renewable energy in all developments.																
c. Actively encourage energy and water efficient design in all new and existing housing, industrial and commercial developments.																
d. Locate development in areas not susceptible to flooding and encourage flood resilient design where necessary.																

Commentary

Local Plan Objective 1a. Create the conditions to attract and retain investment, with a range and continuous supply of employment development opportunities in sustainable locations.

- SA Objectives 7, 8, 10 and 12: Providing additional employment land and encouraging economic growth in the Borough will generate additional travel movements that could potentially result in increased congestion, and an associated increase in greenhouse gas emissions. Through the careful selection of sustainably located sites, and by ensuring that the transport infrastructure necessary to support such growth (including appropriate public transport, walking and cycling facilities) is provided alongside development, the impact will be minimised.
- Depending on the type of employment activity undertaken at a site, this could involve activities that generate noise, odours or vibration, or involve industrial processes that produce greenhouse gases or the risk of contamination to air or water sources. However, any such activities would be controlled by local planning policies and appropriate planning conditions through the planning application process, along with the necessary environmental permits, to minimise and mitigate the impact and risk involved. New non-residential buildings of over 500m² in size will be required to meet the BREEAM 'very good' standard minimising the buildings energy and water usage.
- SA Objective 9 and 15: Whilst the development of brownfield land will be prioritised, it is inevitable the growth over the plan period will result in the development of greenfield land in the Borough. However, wherever possible, land of higher agricultural value and landscape character will be avoided as specified by the Council's Sustainability Appraisal objectives.

APPENDIX C: ASSESSMENT OF LOCAL PLAN OBJECTIVES

Local Plan Objective 1f. Facilitate the delivery of strategic infrastructure that supports economic growth, including the supply of appropriate housing.

- SA Objectives 8, 10 and 12: The Local Plans objective to deliver strategic infrastructure that supports economic growth is expected to be generally compatible with the SA objectives. However, delivering of strategic infrastructure, including improvements to transport and utilities (gas, electric, water and sewerage), could result in an increase in greenhouse gas emissions and generate noise, vibration, odour or light pollution. The impact of new strategic infrastructure would be controlled by local planning policies and appropriate planning conditions through the planning application process, along with the necessary environmental permits, to minimise and mitigate the impact and risk involved. It would also be offset by locating new development close to services, facilities and job opportunities, reducing the need for travel, and through improvements in sustainable travel options, including public transport, walking and cycling. . .
- In terms of the supply of housing, this is covered by the consideration of Local Plan objective 2a below.

Local Plan Objective 2a. Maintain a supply of land for new housing developments that meets the needs of the growing number of households.

- SA Objectives 7, 8 and 10: Delivering new housing in the Borough will generate additional travel movements that could potentially result in increased congestion, and an associated increase in greenhouse gas emissions. Through the careful selection of sustainably located sites, and by ensuring that the transport infrastructure necessary to support such growth (including appropriate public transport, walking and cycling facilities) is provided alongside development, the impact will be minimised. New housing could generate noise and light pollution, and will result in increased energy and water usage. However, by ensuring that new homes are built to a good design standard, comply with building regulations, and through the application of appropriate planning conditions during the planning application process the risk of noise and light pollution and usage of energy and water can be minimised and mitigated.
- SA Objective 9 and 15: Whilst the development of brownfield land will be prioritised, it is inevitable the growth over the plan period will result in the development of greenfield land in the Borough. However, wherever possible, land of higher agricultural value and landscape character will be avoided as specified by the Council's Sustainability Appraisal objectives.

Local Plan Objective 3b. Maintain and improve transport links between communities within the Borough and further afield.

- SA Objectives 8, 10 and 12: Improvements to transport links could result in an increase in greenhouse gas emissions and generate vibration or noise pollution. However, the impact of improved transport links would be minimised and mitigated where possible by local planning policies and appropriate planning conditions through the planning application process. It would also be offset by locating new development close to services, facilities and job opportunities, reducing the need for travel, and through improvements in sustainable travel options, including public transport, walking and cycling.

Local Plan Objective 3c. Support development that enhances regionally and nationally important transport links including those offered by Darlington Station, Teesside International Airport, Teesport and the Strategic Road Network.

APPENDIX C: ASSESSMENT OF LOCAL PLAN OBJECTIVES

SA Objective 7: Enhancing the Strategic Road Network through the Borough would not necessarily encourage sustainable transport by making it more attractive for people to rely on private vehicles for long distance travel. However, the Local Plan objective balances this with support for development that would improve rail travel through enhancements to Darlington Station.

SA Objectives 8, 10 and 12: Enhancing regionally and nationally important transport links could result in an increase in greenhouse gas emissions and generate vibration or noise pollution. However, the impact of improved transport links would be minimised and mitigated where possible by local planning policies and appropriate planning conditions through the planning application process. It would also be offset by locating new development close to services, facilities and job opportunities, reducing the need for travel, and through improvements in sustainable travel options, including public transport, walking and cycling.

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

This appendix contains the assessments made of reasonable alternative policy options for the Local Plan policies originally set out in the Draft Local Plan.

The individual site assessments for development sites allocated for development under the following Proposed Submission Local Plan policies can be found in APPENDIX G, along with those for other alternative site options that were considered by the Council during the plan preparation process:

- Policy H 2: Housing Allocations
- Policy H 10: Skertingham Strategic Allocation
- Policy H 11: Greater Faverdale - Strategic Site Allocation
- Policy E 2: Promotion of New Employment Opportunities

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Sustainable Development

Policy SD 1 Presumption in Favour of Sustainable Development

Table SD 1

POLICY SD 1: PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT	
Option A Description:	No policy – rely on National Planning Policy Framework coverage of Presumption in Favour of Sustainable Development.
Option B Description:	Local Policy – outlining the Presumption in Favour of Sustainable Development.

POLICY SD 1: PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT		Significance of Effect	
Sustainability Objective		Option A	Option B
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		+	+
2. Develop vibrant and cohesive communities.		+	+
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		+	+
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		+	+
5. Improve the safety and security of people and property.		+	+
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities		+	+
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		+	+
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.		+	+
9. Make the most efficient use of land.		+	+
10. Minimise levels of noise, vibration, odour and light pollution.		+	+
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		+	+
12. Protect and enhance air and water quality and make efficient use of water.		+	+
13. Protect and enhance biodiversity and geodiversity.		+	+
14. Protect and enhance green infrastructure of all types.		+	+
15. Protect and enhance the character and quality of Darlington's landscape.		+	+
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		+	+

POLICY SD 1: PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT	
Option A Summary:	This policy option should have positive effects on all sustainability objectives as the NPPF outlines that the development plan should be the starting point for decision makers. The development plan is to contain policies which positively influence the sustainability objectives. It goes on to state that where the development plan is absent silent or out of date, applications should be approved providing any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against policies in the Framework taken as a whole or specific policies in the Framework indicate development should be restricted.

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Option B Summary:	This policy option would share the same effects as policy Option A as it outlines the same approach (as set out in the Framework) to the consideration of planning applications and plan making.
Preferred policy option:	Option B – whilst both options would share the same effects, a local policy would reiterate, and make clear to all stakeholders involved in the planning process, the presumption in favour of sustainable development and its approach to decision taking.

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

The Settlement Hierarchy

Policy SH 1: Settlement Hierarchy

Table SH 1

POLICY SH 1: SETTLEMENT HIERARCHY	
Option A Description:	Local policy – setting out a settlement hierarchy based on the urban area and service villages.
Option B Description:	Local policy – setting out a settlement hierarchy based on the urban area, service villages and other medium sized rural villages with development limits.
Option C Description:	Local policy – setting out a settlement hierarchy based on the urban area, service villages and all rural villages/hamlets.

POLICY SH 1: SETTLEMENT HIERARCHY		Significance of Effect		
Sustainability Objective		Option A	Option B	Option C
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		+/-	+	+/-
2. Develop vibrant and cohesive communities.		+/-	+	+/-
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		0	0	0
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		0	0	0
5. Improve the safety and security of people and property.		0	0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities		+/-	+	+/-
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		+/-	+	+/-
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.		0	0	0
9. Make the most efficient use of land.		0	0	0
10. Minimise levels of noise, vibration, odour and light pollution.		0	0	0
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		0	0	0
12. Protect and enhance air and water quality and make efficient use of water.		0	0	0
13. Protect and enhance biodiversity and geodiversity.		?	0	?
14. Protect and enhance green infrastructure of all types.		0	0	0
15. Protect and enhance the character and quality of Darlington's landscape.		?	0	?
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		?	0	?

POLICY SH 1: SETTLEMENT HIERARCHY	
Option A Summary:	Focusing growth purely on the urban area of Darlington and service villages could have potential negative impacts on the medium sized rural villages as new development would be discouraged in these settlements. As such the needs of more rural communities may not be met, such as meeting

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

	local housing needs and supporting services and facilities in these settlements. There could also be positive social and economic effects if development was directed towards the more sustainable main urban area and service villages.
Option B Summary:	Focusing the distribution of development on the urban area, service villages and medium sized rural villages with settlement limits would have potential positive effects in terms of the location of new development. Development would be focused in the main urban area whilst also promoting sustainable development in a wider range of large and medium sized rural settlements, helping to support rural communities. Policies relating to development in the countryside would come into play for the smaller villages and hamlets (those without settlement limits) preventing unsustainable development.
Option C Summary:	Focusing the distribution of development across the urban area, service villages and all rural villages/hamlets could result in unsustainable development in the countryside. This approach would be likely to place increasing pressure on development in smaller rural settlements which has the potential to result in negative environmental and social effects.
Preferred policy option:	Option B – would provide the most positive potential effects and is considered the most appropriate approach for the Borough. Development would be focused on the main urban area of Darlington but also allowing an amount of growth in the service villages and medium sized villages (those with settlement limits) to support and enhance the vitality of rural communities.

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Design and Construction

Policy DC 1: Sustainable Design Principles and Climate Change

Table DC 1

POLICY DC 1: SUSTAINABLE DESIGN PRINCIPLES AND CLIMATE CHANGE	
Option A Description:	Local policy – a policy to promote good design principles, including how new buildings can respond to climate change, in one overarching policy.
Option B Description:	Local policies - to promote good design in a number of policies throughout the plan where relevant to the topic covered.
Option C Description:	No policy - rely on National Planning Policy Framework coverage of the sustainable design.

POLICY DC 1: SUSTAINABLE DESIGN PRINCIPLES AND CLIMATE CHANGE		Significance of Effect		
Sustainability Objective		Option A	Option B	Option C
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		+	+	0
2. Develop vibrant and cohesive communities.		+	+	-
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		+	+	0
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		0	0	0
5. Improve the safety and security of people and property.		+	0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities		++	+	0
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		+	+	0
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.		+	+	0
9. Make the most efficient use of land.		0	0	0
10. Minimise levels of noise, vibration, odour and light pollution.		0	0	0
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		0	0	0
12. Protect and enhance air and water quality and make efficient use of water.		0	0	0
13. Protect and enhance biodiversity and geodiversity.		0	0	0
14. Protect and enhance green infrastructure of all types.		+	+	0
15. Protect and enhance the character and quality of Darlington's landscape.		+	+	-
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		+	+	-

POLICY DC 1: SUSTAINABLE DESIGN PRINCIPLES AND CLIMATE CHANGE	
Option A Summary:	A policy designed to promote sustainable design for development proposals in the Borough, including how buildings can reduce their impact on, and become more resilient to climate change, should have a number of positive effects on the local environment, economy and society through encouraging greater consideration of local character and circumstances and tying together the many facets of good design. Including a policy dedicated to sustainable design principles has the benefit of providing

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	clear guidance to developers and adds more weight behind achieving the overall objective involved. This policy approach is expected to have a number of positive social, economic and environmental effects.
Option B Summary:	Elements of design and climate change are considered elsewhere in the Local Plan and could be expanded upon in individual policies but this would create duplication, requiring design to be covered in greater detail under each relevant policy. This approach would have similar positive effects to Option A, but would make policies less accessible.
Option C Summary:	Without a dedicated policy to promote sustainable design principles its consideration could become fragmented as opposed to an integral part of a proposal. National policy, although encouraging of good design, is lacking in local context and detail. This policy option is less likely to deliver the same potential benefits as the other two options.
Preferred policy option:	Option A – the promotion of sustainable design and resilience to climate change in a single consolidated policy should deliver a number of positive effects for the Borough through encouraging greater consideration of local character and circumstances, and tying together the many facets of good design.

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Policy DC 2: Flood Risk & Water Management

Table DC 2

POLICY DC 2: FLOOD RISK & WATER MANAGEMENT	
Option A Description:	No policy – rely on National Planning Policy Framework coverage of flood risk and Sustainable Drainage Systems (SUDS).
Option B Description:	Local policy – setting out more detailed requirements with regards to flood risk and SUDS. Local evidence and requirements can also be referenced, for example the latest Strategic Flood Risk Assessment, criteria for critical drainage areas and guidance on SUDS.

POLICY DC 2: FLOOD RISK & WATER MANAGEMENT		Significance of Effect	
Sustainability Objective		Option A	Option B
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		0	0
2. Develop vibrant and cohesive communities.		0	0
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		0	0
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		0	0
5. Improve the safety and security of people and property.		0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities		0	0
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		0	0
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.		+	+
9. Make the most efficient use of land.		0	0
10. Minimise levels of noise, vibration, odour and light pollution.		0	0
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		+	++
12. Protect and enhance air and water quality and make efficient use of water.		+	+
13. Protect and enhance biodiversity and geodiversity.		0	0
14. Protect and enhance green infrastructure of all types.		0	0
15. Protect and enhance the character and quality of Darlington's landscape.		0	0
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		0	0

POLICY DC 2: FLOOD RISK & WATER MANAGEMENT	
Option A Summary:	This policy option should have positive effects in relation to climate change resilience, avoiding flood risk and protecting water quality. There are no direct negative effects of this approach.
Option B Summary:	This policy option would share many of the same effects as Option A but a local policy could provide more detail and be better tailored to local circumstances, for example with regards to SUDS guidance and surface water drainage. As such this approach could bring more positives.
Preferred policy option:	Option B – whilst the NPPF provides the framework for flood risk and SUDS, a local policy can provide more detail and outline local requirements, consequently providing more positives effects.

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Policy DC 3: Health and Wellbeing

Table DC 3

POLICY DC 3: HEALTH AND WELLBEING	
Option A Description:	Local policy - to promote practical steps that can taken to improve health and wellbeing in the Borough.
Option B Description:	Local policy - consider health provision separately as one aspect of the community infrastructure section of the plan. The policy would focus on health infrastructure only.
Option C Description:	No policy - rely on National Planning Policy Framework coverage of health and wellbeing.

POLICY DC 3: HEALTH AND WELLBEING		Significance of Effect		
Sustainability Objective		Option A	Option B	Option C
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		0	0	0
2. Develop vibrant and cohesive communities.		+	+	0
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		++	+	0
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		0	0	0
5. Improve the safety and security of people and property.		+	0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities		+/-	0	0
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		+	+	0
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.		+	+	0
9. Make the most efficient use of land.		0	0	0
10. Minimise levels of noise, vibration, odour and light pollution.		+	0	0
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		0	0	0
12. Protect and enhance air and water quality and make efficient use of water.		0	0	0
13. Protect and enhance biodiversity and geodiversity.		0	0	0
14. Protect and enhance green infrastructure of all types.		+	0	0
15. Protect and enhance the character and quality of Darlington's landscape.		0	0	0
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		0	0	0

POLICY DC 3: HEALTH AND WELLBEING	
Option A Summary:	A policy to seek practical improvements across the plan would enable elements of design, accessibility and wider health considerations to play a role in planning decisions. Specific new provision in strategic growth areas would be left to the area specific policies.
Option B Summary:	Delivery of health infrastructure is often difficult owing to implementation and funding being controlled by the Clinical Commissioning Group (CCG) and other health bodies. The creation of a new GP surgery for example requires a GP to be willing to setup a new facility with the planning system able

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	to have very little influence on where it is located. Providing a specific policy would help to highlight particular local issues/opportunities but would separate health infrastructure from the wider health and wellbeing topic.
Option C Summary:	Providing no policy to cover health and wellbeing in the plan would be unlikely to deliver any positive outcomes for the Borough. Although many aspects of health provision are outside of planning's direct control there are areas that can be influenced through local policy and interpretation to improve the environment people live and work in which in turn has positive social and environmental benefits.
Preferred policy option:	Option A – a local policy focussed on health and wellbeing issues will enable improvements to be sought where practicable, particularly in terms of improvements that can be achieved through the design and layout of developments. This could include a requirement for a Health Impact Assessment to be submitted to accompany larger residential developments to enable health implications to be considered as part of design proposals.

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Policy DC 4: Safeguarding Amenity

Table DC 4

POLICY DC 4: SAFEGUARDING AMENITY	
Option A Description:	Local policy – including guidelines over the forms of new development that could affect amenity.
Option B Description:	Local policy - Providing guidelines for uses that could cause vibration, noise, dust, odour etc.
Option C Description:	Local policy - develop appropriate controls to prevent excessive movements of Heavy Goods Vehicles (HGVs) on residential roads.
Option D Description:	Local policy - a combination of options A-C.

POLICY DC 4: SAFEGUARDING AMENITY	Significance of Effect			
Sustainability Objective	Option A	Option B	Option C	Option D
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	+	+	++
2. Develop vibrant and cohesive communities.	0	0	0	0
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	++	++	++
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	0	0	0
5. Improve the safety and security of people and property.	0	0	+	+
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	+/-	-	+/-
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	0	+	+
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.	0	0	+	+
9. Make the most efficient use of land.	0	0	0	0
10. Minimise levels of noise, vibration, odour and light pollution.	+	+	+	++
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	0	0	0	0
12. Protect and enhance air and water quality and make efficient use of water.	0	+	+	++
13. Protect and enhance biodiversity and geodiversity.	0	0	0	0
14. Protect and enhance green infrastructure of all types.	0	0	0	0
15. Protect and enhance the character and quality of Darlington's landscape.	0	0	0	0
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	0	0	0

POLICY DC 4: SAFEGUARDING AMENITY	
Option A Summary:	Providing policy guidelines over the forms of new development that could affect amenity would offer some environmental and social benefits through reducing the instances where negative effects occur.

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Option B Summary:	Providing policy guidelines on uses that may cause negative impacts on amenity would have positive benefits for environmental and social objectives. This policy approach could be restrictive on certain commercial activities, however the overall effect could be positive or negative, depending on implementation.
Option C Summary:	Restricting the movements of HGVs on residential roads where development proposals would result in excessive movements would have significant environmental and social benefits, as well as improving safety. It could conversely have a negative impact on economic development as it could restrict the use of some premises with limited access options.
Option D Summary:	A combination of options A, B and C would allow a range of amenity factors to be considered on balance.
Preferred policy option:	Option D – as amenity can itself be effected by potential mitigation measures it is considered the most appropriate policy option to consider a range of issues in a single policy that will enable a balanced judgement on the acceptability, or otherwise, of any impacts.

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Policy DC 5: Skills and Training

Table DC 5

POLICY DC 5: SKILLS AND TRAINING	
Option A Description:	Local policy – outlining that where development proposals would generate a significant number of construction jobs, the Council will encourage seek a s106 Agreement to secure commitments on employment skills and training, including apprenticeships.
Option B Description:	No local policy – rely on National Planning Policy Framework.

POLICY DC 5: SKILLS AND TRAINING		Significance of Effect	
Sustainability Objective		Option A	Option B
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		0	0
2. Develop vibrant and cohesive communities.		+	0
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		0	0
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		+	0
5. Improve the safety and security of people and property.		0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities		0	0
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		0	0
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.		0	0
9. Make the most efficient use of land.		0	0
10. Minimise levels of noise, vibration, odour and light pollution.		0	0
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		0	0
12. Protect and enhance air and water quality and make efficient use of water.		0	0
13. Protect and enhance biodiversity and geodiversity.		0	0
14. Protect and enhance green infrastructure of all types.		0	0
15. Protect and enhance the character and quality of Darlington's landscape.		0	0
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		0	0

POLICY DC 5: SKILLS AND TRAINING	
Option A Summary:	This policy option should have positive effects in terms of providing training opportunities to improve the skills and employment prospects of the resident population as a result of new development over the plan period.
Option B Summary:	There is no coverage within the NPPF or national planning guidance with regards to the link between new development and securing skills and training opportunities. As such this approach is less likely to secure positive effects against objective 4. However it is acknowledged that there will be wider government policy that encourages skills and training schemes.

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Preferred policy option:

Option A – this policy option is likely to provide the most positive effects in terms of improving the skills and training of residents, and helping to improve the employment prospects of disadvantaged groups.

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Housing

Policy H 1: Housing Requirement

Table H 1

POLICY H 1: HOUSING REQUIREMENT	
Option A Description:	Local Plan policy – requirement figure based on projecting the most recent trend on job growth available from national statistics (7,000 Full Time Equivalent (FTE) jobs over the plan period).
Option B Description:	Local Plan policy – requirement figure based on 2017 Oxford Economics forecast of negative jobs growth (-1,300 over plan period).
Option C Description:	Local Plan policy – requirement figure based on 2016 Tees Valley Strategic Economic Plan (SEP) jobs growth (12,000 FTE over plan period).
Option D Description:	Local Plan policy – requirement figure based on Government's standard methodology Local Housing Need figure of 177 dwellings per annum.

POLICY H 1: HOUSING REQUIREMENT	Significance of Effect			
Sustainability Objective	Option A	Option B	Option C	Option D
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	++	--	+/-	--
2. Develop vibrant and cohesive communities.	0	0	0	0
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0	0	0	0
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	0	0	0
5. Improve the safety and security of people and property.	0	0	0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	++	--	+/-	--
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	0	0	0
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	+/-	+/-	+/-
9. Make the most efficient use of land.	+/-	+/-	+/-	+/-
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	+/-	+/-	+/-
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	+/-	+/-	+/-	+/-
12. Protect and enhance air and water quality and make efficient use of water.	+/-	+/-	+/-	+/-
13. Protect and enhance biodiversity and geodiversity.	+/-	+/-	+/-	+/-
14. Protect and enhance green infrastructure of all types.	+/-	+/-	+/-	+/-
15. Protect and enhance the character and quality of Darlington's landscape.	+/-	+/-	+/-	+/-
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	+/-	+/-	+/-	+/-

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POLICY H 1: HOUSING REQUIREMENT	
Option A Summary:	This policy option should have positive effects in terms of meeting the estimated housing needs of the borough, based on past jobs growth trends. There are no direct negative effects and the approach would support projected employment growth in the Borough by delivering homes required for the workforce. There are potential positive and negative effects on environmental objectives as this would be dependent on the way in which the policy is implemented via allocations and other Local Plan policy requirements.
Option B Summary:	This policy option could have a negative impact on meeting housing needs and supporting employment growth. The modelling is based on a hard Brexit forecast and would in effect mean planning for economic decline in the borough. There are potential positive and negative effects on environmental objectives as this would be dependent on the way in which the policy is implemented via allocations and other Local Plan policy requirements.
Option C Summary:	This policy option would have potential positive and negative effects with regards to meeting housing needs and supporting employment growth as the jobs forecast which influences the requirement is not supported by detailed evidence. The forecast is double that of past trends. Consequently this would result in a requirement figure which may be unrealistic and unachievable. There are potential positive and negative effects on environmental objectives as this would be dependent on the way in which the policy is implemented via allocations and other Local Plan policy requirements.
Option D Summary:	This policy option would have potential negative effects on meeting housing needs and supporting employment growth. The requirement figure is based on Ministry of Housing, Communities & Local Government household projections which underestimate population growth for the Borough when compared to local data sources, and does not factor in jobs growth. As such a requirement based on this figure would have negative impacts for the Borough in terms of housing provision and supporting economic growth. There are potential positive and negative effects on environmental objectives as this would be dependent on the way in which the policy is implemented via allocations and other Local Plan policy requirements.
Preferred policy option:	Option A – this is considered the most reasonable approach as it utilises what is considered to be the most accurate and appropriate evidence with regards to jobs growth (based on past trends). This would result in a requirement/target figure which was realistic and achievable. The requirement figure would also need to consider and make suitable adjustments for the identified flaws in national population statistics for Darlington borough.

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Policy H 3: Development Limits

Table H 3

POLICY H 3: DEVELOPMENT LIMITS	
Option A Description:	Local Policy – no development limits.
Option B Description:	Local Policy – development limits drawn around main urban area, large villages and medium sized villages
Option C Description:	Local Policy – development limits that are tightly drawn and more restrictive.
Option D Description:	Local Policy – development limits that are more flexible in allowing infill and rounding off development around settlements.

POLICY H 3: DEVELOPMENT LIMITS		Significance of Effect			
Sustainability Objective		Option A	Option B	Option C	Option D
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		--	+	+	-
2. Develop vibrant and cohesive communities.		--	+	+	-
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		0	0	0	0
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		0	0	0	0
5. Improve the safety and security of people and property.		0	0	0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities		--	+	+	-
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		--	+	+	-
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.		--	+	+	-
9. Make the most efficient use of land.		--	+	+	-
10. Minimise levels of noise, vibration, odour and light pollution.		0	0	0	0
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		0	0	0	0
12. Protect and enhance air and water quality and make efficient use of water.		0	0	0	0
13. Protect and enhance biodiversity and geodiversity.		--	+	+	-
14. Protect and enhance green infrastructure of all types.		--	+	+	-
15. Protect and enhance the character and quality of Darlington's landscape.		--	+	+	-
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		0	0	0	0

POLICY H 3: DEVELOPMENT LIMITS

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Option A Summary:	This policy option would result in a range of negative effects as development would not be directed to sustainable locations (i.e. those supported by a range of facilities, services and job opportunities that help to reduce the need to travel). This approach would make it difficult to encourage sustainable travel. There would also be potential negative effects on the countryside, green infrastructure, landscape and biodiversity as development around settlements is unconstrained. The approach would not promote principles aimed at reducing climate change.
Option B Summary:	This policy option would be likely to have a number of positive effects as development would be directed to more sustainable locations within the settlement hierarchy. This approach would make it easier to support sustainable travel. Greater protection would be provided to the countryside, green infrastructure, landscape and biodiversity. The approach would support principles aimed at reducing climate change.
Option C Summary:	This policy option would be likely to share the same positive effects as Option B.
Option D Summary:	The policy option would have potential negative effects with regards to directing development to sustainable locations. This would also be the case with regards to encouraging sustainable travel and protecting the countryside, green infrastructure, landscape and biodiversity. The option could also result in negative impacts with regards to reducing climate change. Overall the option could bring positive and negative impacts depending on the level of flexibility provided and how the policy was implemented.
Preferred policy option:	Option B & C – a combination of these options provides the most positive outcomes with regards to locating development in sustainable locations and associated objectives. The option of no development limits could result in development sprawl and giving more flexibility to limits could also result in a number of negative effects.

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Policy H 4: Housing Mix

Table H 4

POLICY H 4: HOUSING MIX	
Option A Description:	No policy – rely on National Planning Policy Framework coverage of housing mix.
Option B Description:	Local Policy – setting out a local approach to housing mix.

POLICY H 4: HOUSING MIX		Significance of Effect	
Sustainability Objective		Option A	Option B
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		+	++
2. Develop vibrant and cohesive communities.		+	++
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		0	0
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		0	0
5. Improve the safety and security of people and property.		0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities		+	+
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		0	0
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.		0	0
9. Make the most efficient use of land.		0	0
10. Minimise levels of noise, vibration, odour and light pollution.		0	0
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		0	0
12. Protect and enhance air and water quality and make efficient use of water.		0	0
13. Protect and enhance biodiversity and geodiversity.		0	0
14. Protect and enhance green infrastructure of all types.		0	0
15. Protect and enhance the character and quality of Darlington's landscape.		0	0
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		0	0

POLICY H 4: HOUSING MIX	
Option A Summary:	The policy option should have positive effects in providing a mix of housing, meeting the needs of different groups in the community. Providing a mix of homes will also support employment growth by providing homes for workers.
Option B Summary:	This policy option would share the same effects as policy Option A, but the effects would be better tailored to local need and circumstances, enhancing the positive aspects of the policy. Most recent evidence of local housing need can also be referred to.
Preferred policy option:	Option B – whilst the NPPF provides the broad principles of delivering a wide mix of homes it does not reflect local circumstances and the specific housing needs of the borough. A local policy approach can provide enhanced benefits through meeting local needs.

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Policy H 5: Affordable Housing

Table H 5

POLICY H 5: AFFORDABLE HOUSING	
Option A Description:	Local Policy – setting out a borough-wide affordable housing requirement (percentage) for residential developments.
Option B Description:	Local Policy – setting out different affordable housing requirements (percentage) for sub areas of the borough.
Option C Description:	Local Policy – which is firm in its approach e.g. no exemptions to the affordable requirement and all affordable dwellings should be provided on-site (no exceptions).
Option D Description:	Local Policy – which is more flexible in its approach e.g. exemptions to the affordable requirement (residential institutions, student accommodation etc.) and situations where affordable dwellings can be provided off-site or a commuted sum provided to the Council in lieu of provision.

POLICY H 5: AFFORDABLE HOUSING	Significance of Effect			
Sustainability Objective	Option A	Option B	Option C	Option D
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	++	+/-	+
2. Develop vibrant and cohesive communities.	+	++	+/-	+
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0	0	0	0
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	0	0	0
5. Improve the safety and security of people and property.	0	0	0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	+	+	+/-	+
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	0	0	0
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	0	0	0	0
9. Make the most efficient use of land.	0	0	0	0
10. Minimise levels of noise, vibration, odour and light pollution.	0	0	0	0
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	0	0	0	0
12. Protect and enhance air and water quality and make efficient use of water.	0	0	0	0
13. Protect and enhance biodiversity and geodiversity.	0	0	0	0
14. Protect and enhance green infrastructure of all types.	0	0	0	0
15. Protect and enhance the character and quality of Darlington's landscape.	0	0	0	0
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	0	0	0

POLICY H 5: AFFORDABLE HOUSING

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Option A Summary:	This policy option should have positive effects by providing affordable housing via residential developments to assist in meeting local needs. It will also support the local economy by providing a range of housing options for the working population. Setting a borough wide percentage requirement would however be limiting as it would need to ensure that all sites remained viable even where land values are at the lowest.
Option B Summary:	This policy option would have similar positive effects to Option A. However, there would be enhanced benefits of meeting affordable needs as higher percentage requirements could be set for sub areas that have higher land values and/or would result in larger developer profits.
Option C Summary:	This policy option could result in potential positive or negative effects for meeting affordable housing need and creating vibrant and cohesive communities. Developers may be able to adhere to the approach and therefore deliver affordable units on a broader range of developments, however if they are unable to (for instance due to viability issues or if a site is unsuitable for affordable housing) such a policy could stifle development and no affordable units would be delivered. This approach could also restrict other types of specialist housing coming forward, for example student accommodation and residential institutions.
Option D Summary:	This policy option should bring positive effects with regards to meeting affordable housing needs and developing vibrant and cohesive communities. A flexible approach would ensure that development is not inhibited.
Preferred policy option:	Option B and D – utilising both of these options in a policy should bring the most positives in terms of affordable housing delivery. A more flexible approach and percentage requirements for different sub areas will ensure that the greatest amount of affordable housing can be sought on market schemes without compromising site viability and stifling overall housing delivery.

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Policy H 6: Rural Exceptions

Table H 6

POLICY H 6: RURAL EXCEPTIONS	
Option A Description:	No policy – rely on National Planning Policy Framework coverage on rural exception sites.
Option B Description:	Local policy – allocate rural exception sites based on local need and include a criteria based policy outlining suitable circumstances for such schemes.
Option C Description:	Local policy – criteria based policy outlining suitable circumstances for such schemes.

POLICY H 6: RURAL EXCEPTIONS		Significance of Effect		
Sustainability Objective		Option A	Option B	Option C
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		+	++	+
2. Develop vibrant and cohesive communities.		+	++	+
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		0	0	0
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		0	0	0
5. Improve the safety and security of people and property.		0	0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities		+	+	+
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		-	-	-
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.		0	0	0
9. Make the most efficient use of land.		0	0	0
10. Minimise levels of noise, vibration, odour and light pollution.		0	0	0
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		0	0	0
12. Protect and enhance air and water quality and make efficient use of water.		0	0	0
13. Protect and enhance biodiversity and geodiversity.		0	0	0
14. Protect and enhance green infrastructure of all types.		0	0	0
15. Protect and enhance the character and quality of Darlington's landscape.		0	0	0
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		0	0	0

POLICY H 6: RURAL EXCEPTIONS	
Option A Summary:	The policy option should have positive effects in terms of meeting affordable housing needs in the rural area, although national policy coverage is limited. There are potentially positive effects for local employers/employees enabling people to remain living and working in rural areas. There are some potential negative impacts as rural exception sites in some of the boroughs smaller villages are less likely to be located close to sustainable transport options. The effect of exceptions sites on environmental objectives is also uncertain and will depend on the characteristics of individual sites but, given the relatively small scale of development involved, any negative effects are likely to be minimal.

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Option B Summary:	Whilst this policy approach would have enhanced positives effects when compared to Option A with regards to providing affordable housing (via allocations), the evidence to implement this approach is not available at this time. The SHMA reviews affordable need at the borough level and does not focus on particular sub areas or wards.
Option C Summary:	The policy option would share many of the effects as Option A, however additional local criteria can be set including a requirement to meet particular needs as reflected in the most recent evidence.
Preferred policy option:	Option C – whilst Option B may bring more benefits through the allocation of sites, the evidence to implement this approach is not available at this time. Option C is therefore the most reasonable approach where local criteria can be set to ensure affordable schemes in the countryside are of a suitable scale and location and meet local needs.

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Policy H 7: Residential Development in the Countryside

Table H 7

POLICY H 7: RESIDENTIAL DEVELOPMENT IN THE COUNTRYSIDE	
Option A Description:	No policy – rely on National Planning Policy Framework coverage of residential development in the countryside.
Option B Description:	Local policy – restrictive policy approach to residential development in the countryside; setting out local criteria for replacement, extensions and conversions to residential uses.
Option C Description:	Local Policy – flexible policy approach to residential development in the countryside; setting out local criteria for replacement, extensions and conversions.

POLICY H 7: RESIDENTIAL DEVELOPMENT IN THE COUNTRYSIDE		Significance of Effect		
Sustainability Objective		Option A	Option B	Option C
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		+	+	-
2. Develop vibrant and cohesive communities.		+	+	-
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		0	0	0
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		0	0	0
5. Improve the safety and security of people and property.		0	0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities		+	+	+
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		-	-	-
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.		0	0	0
9. Make the most efficient use of land.		0	0	0
10. Minimise levels of noise, vibration, odour and light pollution.		0	0	0
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		0	0	0
12. Protect and enhance air and water quality and make efficient use of water.		0	0	0
13. Protect and enhance biodiversity and geodiversity.		0	0	-
14. Protect and enhance green infrastructure of all types.		0	0	-
15. Protect and enhance the character and quality of Darlington's landscape.		0	0	-
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		0	0	0

POLICY H 7: RESIDENTIAL DEVELOPMENT IN THE COUNTRYSIDE	
Option A Summary:	This policy option should have positive effects on providing new housing in sustainable locations as isolated homes in the countryside should be avoided. It would assist with supporting the rural economy as it outlines situations where new dwellings would be appropriate in the countryside for rural workers. There are some potential negative impacts as residential developments in the countryside is less likely to be located close to sustainable transport options. The effect of exceptions

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

	sites on environmental objectives is also uncertain and will depend on the characteristics of individual sites but, given the relatively small scale of development involved, any negative effects are likely to be minimal.
Option B Summary:	This policy option would share many of the same effects as Option A but locally set criteria could assist in ensuring that developments are more sympathetic to the countryside and do not have significant impacts on the character of the surrounding landscape. A restrictive approach would assist in ensuring that new homes are not built in unsustainable locations and would also ensure that non-residential uses are explored before conversions to residential use is permitted in line with national policy.
Option C Summary:	This policy option would potentially result in some negative impacts on the location of new housing (unsustainable locations) and on developing cohesive communities. New housing in the countryside delivered under a more flexible approach could assist in supporting the rural economy (housing for workers) however it could also result in unsustainable commuting patterns. There would also be more likely potential for detrimental impacts on the landscape and countryside if development is not controlled.
Preferred policy option:	Option B – whilst the NPPF provides the framework for residential development in the countryside a local policy can set specific criteria to be adhered to, relating to local circumstances and consolidating relevant national policy and/or material planning considerations.

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Policy H 8: Housing Intensification

Table H 8

POLICY H 8: HOUSING INTENSIFICATION	
Option A Description:	Local policy – restrictive approach to proposals for self-contained flats, Houses in Multiple Occupancy (HMOs) and back land garden development. Article 4 direction to remove permitted development rights for HMOs and flats in problem areas.
Option B Description:	Local policy – criteria based policy for self-contained flats, HMOs and back land garden development.
Option C Description:	Local Policy – rely on development management policies and the NPPF on matters relating to amenity and the design of development.

POLICY H 8: HOUSING INTENSIFICATION		Significance of Effect		
Sustainability Objective		Option A	Option B	Option C
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		+/-	+	+
2. Develop vibrant and cohesive communities.		+/-	+	+
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		0	0	0
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		0	0	0
5. Improve the safety and security of people and property.		0	0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities.		0	0	0
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		0	0	0
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.		0	0	0
9. Make the most efficient use of land.		0	0	0
10. Minimise levels of noise, vibration, odour and light pollution.		0	0	0
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		0	0	0
12. Protect and enhance air and water quality and make efficient use of water.		0	0	0
13. Protect and enhance biodiversity and geodiversity.		+	+	+
14. Protect and enhance green infrastructure of all types.		+	+	+
15. Protect and enhance the character and quality of Darlington's landscape.		0	0	0
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		0	0	0

POLICY H 8: HOUSING INTENSIFICATION	
Option A Summary:	This policy option has the potential for positive and negative effects on the provision of a mix of new housing. This option could protect larger family homes from conversion. HMO's and flats do however provide a lower cost housing option and being overly restrictive could also have negative impacts on the range of housing options available to residents. Evidence would also be required to support an article 4 direction; this is not available at this time. A restrictive approach on back land garden development could have positive impacts on biodiversity and green infrastructure.

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Option B Summary:	This policy option has the potential for positive effects on the provision of a mix of new housing. A criteria based approach would enable decisions to be made based on existing context and evidence. This option could also have positive effects on biodiversity and green infrastructure with regards to back land garden development.
Option C Summary	This policy option has the potential for positive effects on the provision of a mix of new housing. A criteria based approach in development management policies would ensure suitable and appropriate development of HMOs and self-contained flats. The NPPF seeks to limit back land garden development and would therefore have positive effects on biodiversity and green infrastructure.
Preferred policy option:	Option B – provides more potential positive effects with regards to the provision of a mix of new housing whilst managing pressure on the subdivision of larger houses. There is also limited evidence at this time to support article 4 directions in problem areas for HMOs / flats. As such Option B is the most reasonable approach and has the benefit of bringing together in a local policy the main planning considerations for this type of development, highlighting specific issues for consideration.

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Policy H 9: Gypsy and Travellers Accommodation

Table H 9

POLICY H 9: GYPSY AND TRAVELLERS ACCOMMODATION	
Option A Description:	No policy – make no provision for Gypsy and Traveller accommodation in the Plan.
Option B Description:	Local policy – allowing additional accommodation in selected sustainable locations where need is identified.
Option C Description:	Local policy – more flexible policy allowing additional Gypsy and Traveller accommodation on a wider range of sites.

POLICY H 9: GYPSY AND TRAVELLERS ACCOMMODATION	Significance of Effect		
Sustainability Objective	Option A	Option B	Option C
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	--	++	+/-
2. Develop vibrant and cohesive communities.	-	++	-
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	-	++	+/-
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	0	0
5. Improve the safety and security of people and property.	0	0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	0	0
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	+	?
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+	+/-	?
9. Make the most efficient use of land.	0	+	?
10. Minimise levels of noise, vibration, odour and light pollution.	0	0	?
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	0	0	?
12. Protect and enhance air and water quality and make efficient use of water.	0	0	?
13. Protect and enhance biodiversity and geodiversity.	0	+	?
14. Protect and enhance green infrastructure of all types.	0	+	?
15. Protect and enhance the character and quality of Darlington's landscape.	0	+	?
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	+	?

POLICY H 9: GYPSY AND TRAVELLERS ACCOMMODATION	
Option A Summary:	No provision or consideration for Gypsy and Traveller accommodation would not support the community and meet its needs over the plan period. This policy approach would be expected to have negative social effects.
Option B Summary:	This option would see a local policy based on identified need and existing quality of supply ensuring that accommodation is delivered in sustainable places based on qualified need. This approach would be likely to have a number of positive social and environmental effects.

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Option C Summary:	This option could result in unqualified and uncontrolled growth of accommodation that could have a number of potential negative effects on environmental objectives and impact on community cohesion. This approach is not supported by the needs assessment. The effects of this policy approach on a number of objectives will depend on the characteristics of the locations of proposed development.
Preferred policy option:	Option B – targeting accommodation in more sustainable locations where there is an identified need is considered to be the best approach for the Local Plan.

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Employment for Economic Growth

Policy E 1: Safeguarding Existing Employment Opportunities

Table E 1

POLICY E 1: SAFEGUARDING EXISTING EMPLOYMENT OPPORTUNITIES	
Option A Description:	No policy – make no provision in the Local Plan for safeguarding existing employment uses in employment areas.
Option B Description:	Local policy – promoting the safeguarding and retention of employment uses only in selected existing employment areas with development potential.
Option C Description:	Local policy – promoting the safeguarding of employment uses in all existing employment areas.

POLICY E 1: SAFEGUARDING EXISTING EMPLOYMENT OPPORTUNITIES		Significance of Effect		
Sustainability Objective		Option A	Option B	Option C
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		+	+	0
2. Develop vibrant and cohesive communities.		--	-	+
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		0	0	0
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		--	-	++
5. Improve the safety and security of people and property.		0	0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities		--	-	++
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		-	0	+
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.		0	0	0
9. Make the most efficient use of land.		+/-	0	+
10. Minimise levels of noise, vibration, odour and light pollution.		+/-	0	+
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		0	0	0
12. Protect and enhance air and water quality and make efficient use of water.		0	0	0
13. Protect and enhance biodiversity and geodiversity.		?	0	+
14. Protect and enhance green infrastructure of all types.		?	0	+
15. Protect and enhance the character and quality of Darlington's landscape.		?	0	+
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		?	0	+

POLICY E 1: SAFEGUARDING EXISTING EMPLOYMENT OPPORTUNITIES	
Option A Summary:	Not including any protection within a local policy for existing employment areas is likely to increase the pressure for their redevelopment to other uses. The nature and degree of the effect on the local economy and society will depend on the quality and location of the employment land lost. The loss

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

	of employment premises/areas will require replacement provision to be made elsewhere in the Borough, either on newly allocated land or through the replacement of other uses that could result in impacts on surrounding uses different to those posed by already established employment sites.
Option B Summary:	A policy approach safeguarding selected employment areas has the potential to placed increased pressure on those areas that are not identified.
Option C Summary:	Providing protection to all employment areas in the Borough will help to maintain a balance portfolio of sites catering for all employment needs and provides confidence to potential investors. This option is most likely to deliver positive outcomes against a range of economic and social objectives.
Preferred policy option:	Option C – this policy option is considered to be the most appropriate policy option for the Borough over the Local Plan. Maintaining a balanced portfolio of sites and premises is important to support the local economy.

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Policy E 3 Darlington Farmers Auction Mart Relocation

Table E 3

POLICY E 3: DARLINGTON FARMERS AUCTION MART RELOCATION	
Option A Description:	No policy – retain the Darlington Farmers Auction Mart (DFAM) in the Town Centre.
Option B Description:	Local policy - move the DFAM out of the town centre to Humbleton Farm on the A68.

POLICY E 3: DARLINGTON FARMERS AUCTION MART RELOCATION		Significance of Effect	
Sustainability Objective		Option A	Option B
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		-	+
2. Develop vibrant and cohesive communities.		-	+
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		--	+
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		0	0
5. Improve the safety and security of people and property.		-	+
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities		0	+
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		+	-
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.		-	0
9. Make the most efficient use of land.		-	+
10. Minimise levels of noise, vibration, odour and light pollution.		--	0
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		-	0
12. Protect and enhance air and water quality and make efficient use of water.		-	0
13. Protect and enhance biodiversity and geodiversity.		0	-
14. Protect and enhance green infrastructure of all types.		0	0
15. Protect and enhance the character and quality of Darlington's landscape.		0	-
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		+	+

POLICY E 3: DARLINGTON FARMERS AUCTION MART RELOCATION	
Option A Summary:	The current town centre site of the DFAM causes a number of issues for other users of the centre and the surrounding neighbourhood, including noise and odour.
Option B Summary:	Relocating the DFAM would facilitate the redevelopment of the existing site for a better alternative use that has less impact on neighbouring uses. A relocation would also create a unique opportunity for rural economic development with sustainable access.
Preferred policy option:	Option B – a relocation of the DFAM out of the town centre is expected to have a number of positive social and environmental effects and, as such is considered an appropriate policy approach for the Local Plan.

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Policy E 4: Economic Development in the Open Countryside

Table E 4

POLICY E 4: ECONOMIC DEVELOPMENT IN THE OPEN COUNTRYSIDE	
Option A Description:	Local policy – flexible policy with limited restrictions on the scale, type or location of new economic development in the countryside.
Option B Description:	Local policy - allowing selective economic development activities in the countryside in sustainable locations.
Option C Description:	Local policy – more restrictive policy on economic development activity in the countryside.

POLICY E 4: ECONOMIC DEVELOPMENT IN THE OPEN COUNTRYSIDE		Significance of Effect		
Sustainability Objective		Option A	Option B	Option C
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		0	0	0
2. Develop vibrant and cohesive communities.		+	++	-
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		+/-	+	0
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		+	+	-
5. Improve the safety and security of people and property.		0	0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities		+	+	-
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		--	0	+
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.		-	0	+
9. Make the most efficient use of land.		-	+	0
10. Minimise levels of noise, vibration, odour and light pollution.		--	-	0
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		0	0	0
12. Protect and enhance air and water quality and make efficient use of water.		-	0	0
13. Protect and enhance biodiversity and geodiversity.		-	0	0
14. Protect and enhance green infrastructure of all types.		0	0	0
15. Protect and enhance the character and quality of Darlington's landscape.		-	0	0
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		-	0	0

POLICY E 4: ECONOMIC DEVELOPMENT IN THE OPEN COUNTRYSIDE	
Option A Summary:	A policy approach placing limited restrictions on new economic development in the countryside is likely to lead to unsuitable development in unsustainable locations and result in negative effects on the rural landscape, environment and local communities. A more flexible approach would however potentially deliver higher levels of economic investment and employment opportunities in rural parts of the Borough.

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Option B Summary:	A local policy enabling economic development in specific circumstances where it will deliver investment of an appropriate scale and type in more sustainable locations would be likely to result in a number of positive social and economic effects for the rural parts of the borough, whilst minimising potential environmental impacts. This approach would support economic diversification in rural areas.
Option C Summary:	A more restrictive policy on economic activities in the countryside is likely to result in negative social and economic effects, reducing the opportunities for employment in rural areas, impacting on communities, stifling investment and restricting economic diversification.
Preferred policy option:	Option B – this option is considered to be the best policy approach for the Borough, enabling sustainable economic development to take place in rural areas whilst reducing the potential negative environmental effects.

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Town Centre and Retail

Policy TC 1: Darlington Town Centre Boundary

Table TC 1

POLICY TC 1: DARLINGTON TOWN CENTRE BOUNDARY	
Option A Description:	Local policy – identifying a relatively tightly drawn town centre boundary.
Option B Description:	Local policy – proposing a wider town centre boundary.

POLICY TC 1: DARLINGTON TOWN CENTRE BOUNDARY		Significance of Effect	
Sustainability Objective		Option A	Option B
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		0	0
2. Develop vibrant and cohesive communities.		+	0
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		0	0
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		+	+
5. Improve the safety and security of people and property.		0	-
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities		+	+/-
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		+	0
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.		0	0
9. Make the most efficient use of land.		+	-
10. Minimise levels of noise, vibration, odour and light pollution.		0	0
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		0	0
12. Protect and enhance air and water quality and make efficient use of water.		0	0
13. Protect and enhance biodiversity and geodiversity.		0	0
14. Protect and enhance green infrastructure of all types.		0	0
15. Protect and enhance the character and quality of Darlington's landscape.		+	0
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		+	0

POLICY TC 1: DARLINGTON TOWN CENTRE BOUNDARY	
Option A Summary:	A local policy identifying a relatively tightly drawn town centre boundary will help to consolidate and strengthen the town centre, ensuring that town centre uses are directed towards the most viable areas of Darlington. This approach will help to enhance the vitality and viability of Darlington's town centre.
Option B Summary:	Drawing a wider town centre boundary would take the focus away from core area of town centre in Darlington and could create an oversupply of town centre uses.
Preferred policy option:	Option A – this policy option is considered the most appropriate in the current economic climate and considering the pressures placed on town centres by the increase in online relating and other special forms of trading. Drawing a relatively tight town centre boundary provides confidence to

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

traders in the core of the town whilst allowing some degree of flexibility for new development close to the core. Concentrating activity in a consolidated town centre will help to maintain its vitality and viability resulting in a number of positive social and economic effects.

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Policy TC 2: Primary Shopping Area

Table TC 2

POLICY TC 2: PRIMARY SHOPPING AREA	
Option A Description:	Local policy – strictly controlling the introduction of non-retail uses within the primary shopping area.
Option B Description:	Local policy – providing more flexible control on the non-retail uses within the primary shopping area.

POLICY TC 2: PRIMARY SHOPPING AREA		Significance of Effect	
Sustainability Objective		Option A	Option B
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		0	0
2. Develop vibrant and cohesive communities.		+	++
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		0	0
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		+	+
5. Improve the safety and security of people and property.		0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities		+/-	+
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		0	0
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.		0	0
9. Make the most efficient use of land.		0	0
10. Minimise levels of noise, vibration, odour and light pollution.		0	0
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		0	0
12. Protect and enhance air and water quality and make efficient use of water.		0	0
13. Protect and enhance biodiversity and geodiversity.		0	0
14. Protect and enhance green infrastructure of all types.		0	0
15. Protect and enhance the character and quality of Darlington's landscape.		0	0
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		0	0

POLICY TC 2: PRIMARY SHOPPING AREA	
Option A Summary:	A restrictive policy, strictly controlling the introduction of non-retail uses within the primary shopping area of the town centre would help to maintain a strong retail focused core to the town centre, preventing its fragmentation by other town centre uses. Whilst this policy option may deliver some economic benefits, given trends in shopping patterns over the past couple of decades and a greater emphasis on town centres providing a mix of retail and leisure uses, a rigid policy approach could stifle town vitality.
Option B Summary:	A local policy providing a more flexible approach to the introduction of non-retail uses within the primary shopping area recognises the pressures placed on town centre from trends in current retail and leisure cultures and their changing role as more than just a shopping destination. A degree of

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	control would still be possible through criteria based approach to ensure that the overall vitality and viability of the centre is maintained. This approach is expected to deliver stronger social benefits for the town centre.
Preferred policy option:	Option B – a more flexible approach to the control of non-retail uses in the town centre is considered to be the most appropriate policy option given the changing nature of town centres.

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Policy TC 3: Additional Site for Town Centre Uses

Table TC 3

POLICY TC 3: ADDITIONAL SITE FOR TOWN CENTRE USES	
Option A Description:	No policy – do not identify sites for town centre uses in the plan.
Option B Description:	Local policy – identify a site around Commercial / Kendrew Street in the plan as an additional site for town centre uses.
Option C Description:	Local policy – identifying more than one site in the plan for future town centre uses.

POLICY TC 3: ADDITIONAL SITE FOR TOWN CENTRE USES	Significance of Effect		
Sustainability Objective	Option A	Option B	Option C
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	0	0	0
2. Develop vibrant and cohesive communities.	0	+	-
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0	0	0
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	+	+
5. Improve the safety and security of people and property.	0	0	-
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	-	+	+/-
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	+	0
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	0	0	0
9. Make the most efficient use of land.	0	+	0
10. Minimise levels of noise, vibration, odour and light pollution.	0	0	?
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	0	0	0
12. Protect and enhance air and water quality and make efficient use of water.	0	0	0
13. Protect and enhance biodiversity and geodiversity.	0	0	0
14. Protect and enhance green infrastructure of all types.	0	0	0
15. Protect and enhance the character and quality of Darlington's landscape.	0	+	?
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	+	?

POLICY TC 3: ADDITIONAL SITE FOR TOWN CENTRE USES	
Option A Summary:	This approach would provide no scope for expansion and investment opportunities in Darlington town centre. This could result in the development of town centre uses located in a less sequentially preferable and sustainable locations. This approach would assist the council in meeting an identified medium/long term need for new comparison goods retail floorspace.

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Option B Summary:	This policy option would enable anticipated comparison goods retail needs to be met over the plan period in a sequentially preferable location, well connected to the existing primary shopping area. The Commercial / Kendrew Street site is considered to be a suitable and sustainable location for new town centre uses. The area has been considered as part of the assessment of development site options in APPENDIX G (Site Reference: 271).
Option C Summary:	This approach would not correspond with the level of need identified in evidence prepared to support the plan. Identifying more than one site for town centre uses in the plan would create competition between sites and increase the risk that development would harm the vitality and viability of the town centre core.
Preferred policy option:	Option B - this option is considered the most suitable and is likely to result in the most benefits for the towns economy and Darlington's residents.

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Policy TC 4: District and Local Centres

Table TC 4

POLICY TC 4: DISTRICT AND LOCAL CENTRES	
Option A Description:	No policy – identify no prescribed district and local centres in the plan.
Option B Description:	Local policy – identifying only Cockerton as a district centre and Mowden as a local centre.
Option C Description:	Local policy – identifying a larger number of district and local centres similar to that contained in the 2011 Core Strategy.

POLICY TC 4: DISTRICT AND LOCAL CENTRES		Significance of Effect		
Sustainability Objective		Option A	Option B	Option C
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		0	0	0
2. Develop vibrant and cohesive communities.		--	++	+
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		-	++	+
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		0	0	0
5. Improve the safety and security of people and property.		0	0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities		-	+	+
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		0	+	+
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.		0	0	0
9. Make the most efficient use of land.		0	0	0
10. Minimise levels of noise, vibration, odour and light pollution.		0	0	0
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		0	0	0
12. Protect and enhance air and water quality and make efficient use of water.		0	0	0
13. Protect and enhance biodiversity and geodiversity.		0	0	0
14. Protect and enhance green infrastructure of all types.		0	0	0
15. Protect and enhance the character and quality of Darlington's landscape.		0	+	+/-
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		+/-	+	+/-

POLICY TC 4: DISTRICT AND LOCAL CENTRES	
Option A Summary:	This policy option would provide no protection for retail uses in district and local centres which could potentially result in negative social and economic effects if they were lost to other uses.
Option B Summary:	This policy approach would provide protection to retail and other community uses in the centres of Cockerton and Mowden. These two centres provide vital facilities and services that are local in scale meeting the day to day needs of their surrounding communities and as such warrant protection.

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Option C Summary:	A number of centres identified in the Core Strategy are now considered to be too small to justify their designation as a local or district centre. Others have been eroded over time through changes of use or increasing numbers of vacant properties where it would be difficult to justify their protection as centres and this may only cause them to decline further by reducing the flexibility on the use of vacant premises. Other potential centres have changed roles to that of retail parks containing mainly national retailers in larger units, no longer fulfilling the role of a local or district centre.
Preferred policy option:	Option B – this is considered to be the most appropriate policy option as it would provide protection to two centres that fulfil the role of local and district centres and warrant the protection afforded to this status.

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Policy TC 5: Retail Impact Assessment Threshold

Table TC 5

POLICY TC 5: RETAIL IMPACT ASSESSMENT THRESHOLD	
Option A Description:	No policy - do not set out a local retail impact assessment threshold in the plan and rely on the National Planning Policy Framework threshold of 2,500 square metres (sqm).
Option B Description:	Local policy – setting a local retail impact assessment threshold of 500 sqm.
Option C Description:	Local policy – setting a local retail impact assessment threshold of 1,000 sqm.

POLICY TC 5: RETAIL IMPACT ASSESSMENT THRESHOLD		Significance of Effect		
Sustainability Objective		Option A	Option B	Option C
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		0	0	0
2. Develop vibrant and cohesive communities.		-	+	+/-
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		0	0	0
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		0	0	0
5. Improve the safety and security of people and property.		0	0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities		-	+	+/-
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		-	+	+/-
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.		0	+	0
9. Make the most efficient use of land.		0	0	0
10. Minimise levels of noise, vibration, odour and light pollution.		0	0	0
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		0	0	0
12. Protect and enhance air and water quality and make efficient use of water.		0	0	0
13. Protect and enhance biodiversity and geodiversity.		0	0	0
14. Protect and enhance green infrastructure of all types.		0	0	0
15. Protect and enhance the character and quality of Darlington's landscape.		-	0	0
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		0	0	0

POLICY TC 5: RETAIL IMPACT ASSESSMENT THRESHOLD	
Option A Summary:	By not including a local threshold, developments involving town centre uses of less than 2,500 sqm in locations on the edge or outside of defined centres will not require an impact test to be provided in support of an application. Development of this scale would be likely to compete with, and potential impact upon, similar uses with centres, negatively affecting the viability and viability of the centre. As a result this policy approach could result in negative social and economic effects over the plan period.

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Option B Summary:	Imposing a local size threshold of 500 sqm before an impact test is required would allow neighbourhood and local shops, including smaller scale convenience stores, but will ensure that proposals for larger scale retail developments and other town centre uses are supported by an impact assessment. This policy option is more likely to protect the vitality and viability of existing centres of all sizes and to ensure that town centre uses are directed towards in sustainable locations.
Option C Summary:	A 1,000sqm threshold could be enough to allow sizeable national convenience and discount stores to appear in non-sustainable locations without the requirement to provide an impact assessment. This policy option would provide more control on the location and impact on edge and out of centre proposals for town centre uses than Option A but is unlikely to realise the same benefits as Option B.
Preferred policy option:	Option B – overall this option is likely to realise the most social and economic benefits for the Borough through providing protection to the vitality and viability of centres.

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Policy TC 6: Darlington - Town Centre Fringe

Table TC 6

POLICY TC 6: DARLINGTON - TOWN CENTRE FRINGE	
Option A Description:	No policy – do not include a policy on the regeneration of the Town Centre Fringe Area.
Option B Description:	Local policy – highlighting the regeneration opportunities of the Town Centre Fringe area.

POLICY TC 6: DARLINGTON - TOWN CENTRE FRINGE		Significance of Effect	
Sustainability Objective		Option A	Option B
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		0	++
2. Develop vibrant and cohesive communities.		-	+
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		-	+
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		0	+
5. Improve the safety and security of people and property.		-	++
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities		0	+
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		0	++
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.		0	+
9. Make the most efficient use of land.		-	++
10. Minimise levels of noise, vibration, odour and light pollution.		0	+
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		--	++
12. Protect and enhance air and water quality and make efficient use of water.		0	+
13. Protect and enhance biodiversity and geodiversity.		--	++
14. Protect and enhance green infrastructure of all types.		-	+
15. Protect and enhance the character and quality of Darlington's landscape.		-	+
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		0	+

POLICY TC 6: DARLINGTON - TOWN CENTRE FRINGE	
Option A Summary:	This policy option would not provide support to the regeneration of this underused area of the town, close to the town centre.
Option B Summary:	The Town Centre Fringe is a large edge of centre area that is currently underused and would benefit from regeneration. A local policy highlighting the opportunities and the issues that development should address will help to bring this area back into sustainable use, address issues of flood risk, create a vibrant mix of uses and increase densities. Providing residential development close to the town centre as part of a mix of uses will also help to support the vitality and viability of the centre. A number the potential re-development sites within the Town Centre Fringe area have been assessed in APPENDIX G.
Preferred policy option:	Option B – a policy supporting the regeneration of the Town Centre Fringe will realise a number of positive effects for the town and Borough as a whole.

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Environment

Policy ENV 1: Protecting, enhancing and promoting Darlington's Historic Environment

Table ENV 1

POLICY ENV 1: PROTECTING, ENHANCING AND PROMOTING DARLINGTON'S HISTORIC ENVIRONMENT	
Option A Description:	No policy – rely on National Planning Policy Framework coverage of the historic environment.
Option B Description:	Local policy – setting out a local strategy and approach to the protection and enhancement of the historic environment in the Borough.
Option C Description	Local policy – setting out a far more restrictive policy on development proposals on or around specific historic sites and features in the Borough.

POLICY ENV 1: PROTECTING, ENHANCING AND PROMOTING DARLINGTON'S HISTORIC ENVIRONMENT	Significance of Effect		
Sustainability Objective	Option A	Option B	Option C
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	0	0	-
2. Develop vibrant and cohesive communities.	+	++	++
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0	0	0
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	0	0
5. Improve the safety and security of people and property.	0	0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	+	+	-
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	0	0
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.	+/-	+/-	-
9. Make the most efficient use of land.	+/-	+/-	-
10. Minimise levels of noise, vibration, odour and light pollution.	0	0	0
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	0	0	0
12. Protect and enhance air and water quality and make efficient use of water.	0	0	0
13. Protect and enhance biodiversity and geodiversity.	0	+	+
14. Protect and enhance green infrastructure of all types.	+	+	+
15. Protect and enhance the character and quality of Darlington's landscape.	+	+	+
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	+	++	++

POLICY ENV 1: PROTECTING, ENHANCING AND PROMOTING DARLINGTON'S HISTORIC ENVIRONMENT	
Option A Summary:	The policy option should have positive effects on the local historic environment, landscape, communities and economy, with no perceivable negative effects. Often historic building are not as energy efficient as new builds but can in some cases be adapted to improve their efficiency.

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Option B Summary:	This policy option would share many of the same effects as Policy Option A but the effects of the policy would be better tailored to local circumstances and culture, enhancing some of the positive effects of the policy on the local environment and communities.
Option C Summary:	Whilst this policy approach would have many of the same positive effects as Option B it could impact upon the ability of the Local Plan to deliver sufficient development to meet the Boroughs needs over the plan period by stifling development in particular areas and increasing pressure for development on greenfield sites around the edge of settlements.
Preferred policy option:	Option B – Whilst the NPPF provides a framework for the conservation of the historic environment it does not reflect local circumstances with regards to the historic assets present in the Borough or the local priorities for their protection, enhancement and promotion. The NPPF states that local planning authorities should set out a positive strategy in their Local Plan for the conservation and enjoyment of the historic environment – this policy option would fulfil this requirement.

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Policy ENV 2: Stockton and Darlington Railway (S&DR)

Table ENV 2

POLICY ENV 2: STOCKTON AND DARLINGTON RAILWAY (S&DR)	
Option A Description:	Local policy - protect and enhance the historic Stockton and Darlington railway track bed and associated historic assets.
Option B Description:	No policy - not to include a policy on the S&DR in the Local Plan.

POLICY ENV 2: STOCKTON AND DARLINGTON RAILWAY (S&DR)	Significance of Effect	
Sustainability Objective	Option A	Option B
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	0	0
2. Develop vibrant and cohesive communities.	+	0
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	0
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	0
5. Improve the safety and security of people and property.	0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	+	0
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	0
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.	0	0
9. Make the most efficient use of land.	0	0
10. Minimise levels of noise, vibration, odour and light pollution.	0	0
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	0	0
12. Protect and enhance air and water quality and make efficient use of water.	0	0
13. Protect and enhance biodiversity and geodiversity.	0	0
14. Protect and enhance green infrastructure of all types.	+	0
15. Protect and enhance the character and quality of Darlington's landscape.	+	0
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	++	-

POLICY ENV 2: STOCKTON AND DARLINGTON RAILWAY (S&DR)	
Option A Summary:	A policy designed to protect, enhance and promote the S&DR should have a number of positive effects on the local environment, economy and society through preserving an important part of Darlington's history and opening up opportunities for education and recreation.
Option B Summary:	Without a policy to protect the S&DR there is more likelihood that developments could impact on elements that contribute to its historical significance, and there is a danger that the line of the former trackbed becomes fragmented.
Preferred policy option:	Option A – protection of the S&DR through a local policy should deliver a number of positive effects for the Borough, retaining and enhancing something that is important to the history and identity of the town and increasing opportunities for education and recreation.

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Policy ENV 3: Local Landscape Character

Table ENV 3

POLICY ENV 3: LOCAL LANDSCAPE CHARACTER	
Option A Description:	No policy – rely on National Planning Policy Framework coverage of landscape character.
Option B Description:	Local policy – setting out a local approach to the protection and enhancement of landscape character.

POLICY ENV 3: LOCAL LANDSCAPE CHARACTER		Significance of Effect	
Sustainability Objective		Option A	Option B
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		0	+
2. Develop vibrant and cohesive communities.		-	+
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		0	+
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		0	0
5. Improve the safety and security of people and property.		0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities		0	0
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		0	0
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.		0	+
9. Make the most efficient use of land.		0	+
10. Minimise levels of noise, vibration, odour and light pollution.		0	+
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		0	+
12. Protect and enhance air and water quality and make efficient use of water.		0	+
13. Protect and enhance biodiversity and geodiversity.		-	+
14. Protect and enhance green infrastructure of all types.		-	+
15. Protect and enhance the character and quality of Darlington's landscape.		-	++
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		-	+

POLICY ENV 3: LOCAL LANDSCAPE CHARACTER	
Option A Summary:	The NPPF provides some general protection for landscape but coverage is light and it does not account for the specific local landscape character of the Borough. Relying on the NPPF could result in negative effects on local landscape character and consequential effects on the natural and historic environment, the green infrastructure network, community cohesion and health and wellbeing.
Option B Summary:	A local policy designed to protect and enhance local landscape character is likely to have a number of positive effects on the Borough's environment, economy and society. In addition to protecting elements of the local landscape that are distinctive to the Borough and important to its inherent quality, protecting local landscape character is likely to have a number of wider benefits on the quality of people's lives and the attractiveness of Darlington as a location in which to locate, and invest in, a business.

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Preferred policy option:

Option B – including a landscape character policy in the Local Plan allows the Council to respond positively to the specific landscape of the Borough maximising potential effects on the quality of the local environment, green infrastructure network, communities and the economic benefits of maintaining an attractive and distinctive landscape.

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Policy ENV 4: Green and Blue Infrastructure

Table ENV 4

POLICY ENV 4: GREEN AND BLUE INFRASTRUCTURE	
Option A Description:	No policy – rely on National Planning Policy Framework coverage of green infrastructure.
Option B Description:	Local policy – setting out a strategy for Borough's green infrastructure, targeting the particular local circumstances.
Option C Description:	Local policy – setting out a much more restrictive policy position on the loss of green infrastructure to that set out in the NPPF alongside a local strategy.

POLICY ENV 4: GREEN AND BLUE INFRASTRUCTURE		Significance of Effect		
Sustainability Objective		Option A	Option B	Option C
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		+	+	-
2. Develop vibrant and cohesive communities.		+	++	++
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		+	++	++
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		0	0	0
5. Improve the safety and security of people and property.		0	0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities		+/-	+/-	-
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		+	+	+
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.		+	+	+
9. Make the most efficient use of land.		+	+	+
10. Minimise levels of noise, vibration, odour and light pollution.		+	+	+
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		+	+	+
12. Protect and enhance air and water quality and make efficient use of water.		+	+	+
13. Protect and enhance biodiversity and geodiversity.		+	+	+
14. Protect and enhance green infrastructure of all types.		+	++	++
15. Protect and enhance the character and quality of Darlington's landscape.		+	+	+
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		+	+	+

POLICY ENV 4: GREEN AND BLUE INFRASTRUCTURE	
Option A Summary:	The NPPF provides protection for open space, sports and recreational buildings and land, including playing fields, except in certain circumstances. However the NPPF does not account for local circumstances or reflect local strategies on green infrastructure. The retention of green infrastructure has a number of cross cutting positive effects on a number of the sustainability objectives.

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Option B Summary:	This policy option would provide protection for existing green infrastructure alongside the provision of new green infrastructure with new development. In addition a local policy would provide a positive strategy to help protect important elements of the local green infrastructure network and support for developments that deliver projects identified in Darlington's Green Infrastructure Strategy.
Option C Summary:	Whilst this policy option would secure the same benefits as Option B but it would also restrict development options in the Borough through providing greater protection to green spaces than the NPPF or similar local policy. This could have implications on the Local Plans ability to meet the Boroughs needs for housing and employment development.
Preferred policy option:	Option B – provides a balance between the two other options creating a positive strategy for green infrastructure in the Borough without being overly restrictive on new development.

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Policy ENV 5: Green Infrastructure Standards

Table ENV 5

POLICY ENV 5: GREEN INFRASTRUCTURE STANDARDS	
Option A Description:	Local policy – setting out local standards for the provision of green infrastructure alongside new development.
Option B Description:	No policy – do not set out standards for green infrastructure in the Local Plan and rely on negotiations with developers.

POLICY ENV 5: GREEN INFRASTRUCTURE STANDARDS		Significance of Effect	
Sustainability Objective		Option A	Option B
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		+	-
2. Develop vibrant and cohesive communities.		++	--
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		++	--
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		0	0
5. Improve the safety and security of people and property.		0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities		+/-	+/-
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		+	-
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.		+	-
9. Make the most efficient use of land.		+/-	+/-
10. Minimise levels of noise, vibration, odour and light pollution.		+	-
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		+	-
12. Protect and enhance air and water quality and make efficient use of water.		+	-
13. Protect and enhance biodiversity and geodiversity.		+	-
14. Protect and enhance green infrastructure of all types.		++	--
15. Protect and enhance the character and quality of Darlington's landscape.		+	-
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		+	-

POLICY ENV 5: GREEN INFRASTRUCTURE STANDARDS	
Option A Summary:	Providing clear local standards for green infrastructure in the Local Plan will provide certainty to residents and developers of what is expected to maintain an attractive and sustainable urban environment, with the recreational facilities needed to support people and the natural resources needed to support wildlife. The provision of green infrastructure alongside development will have a number of positive effects on a range of sustainability appraisal objectives.
Option B Summary:	Relying on other policies in the Local Plan relating to the design and layout of development and those dealing with the protection of green infrastructure and biodiversity assets to deliver green infrastructure is risky approach that would not be guaranteed to deliver the amount or quality of green space necessary to adequately support the needs generated by development and create an attractive environment.

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Preferred policy option:

Option A – providing local green infrastructure standards will ensure that green infrastructure is provided as an integral part of developments and provide more certainty for developers on what is required. This approach is more likely to secure the wide ranging positive effects that the provision of green infrastructure will have against a number of the sustainability objectives, in particular those related to the environment and society, but also to the economy by creating an attractive place to work and invest.

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Policy ENV 6: Local Green Space

Table ENV 6

POLICY ENV 6: LOCAL GREEN SPACE	
Option A Description:	No policy – do not designate Local Green Space in the Local Plan.
Option B Description:	Local policy – identifying those sites to designated as Local Green Space and how development proposals affecting them will be considered.

POLICY ENV 6: LOCAL GREEN SPACE	Significance of Effect	
Sustainability Objective	Option A	Option B
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	0
2. Develop vibrant and cohesive communities.	++	-
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	++	0
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	0
5. Improve the safety and security of people and property.	0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	+/-	+/-
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	0
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+	0
9. Make the most efficient use of land.	+	0
10. Minimise levels of noise, vibration, odour and light pollution.	+	0
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	+	0
12. Protect and enhance air and water quality and make efficient use of water.	+	0
13. Protect and enhance biodiversity and geodiversity.	+	0
14. Protect and enhance green infrastructure of all types.	++	-
15. Protect and enhance the character and quality of Darlington's landscape.	++	-
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	+	0

Table

POLICY ENV 6: LOCAL GREEN SPACE	
Option A Summary:	Green spaces are given general protection under the NPPF and are likely to be given more specific protection by other policies in the Local Plan. Whilst this option scores relatively neutrally as all green spaces afforded a certain level of protection, by not giving communities the opportunity to identify Local Green Spaces that are of particular importance to them there is increased risk that these sites could be lost or eroded through development pressure. Should this happen the negative effect on communities would be amplified.
Option B Summary:	The NPPF states that local communities through local and neighbourhood plans should be able to identify green areas of particular importance to them for special protection as Local Green Space. The identification and subsequent protection of Local Green Space will have a positive effect on the environment of the Borough as well as related positive social effects.

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Preferred policy option:

Option B – there are clear benefits for the environment and society by designating Local Green Space identified by communities that meets the criteria set out in the NPPF.

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Policy ENV 7: Biodiversity and Geodiversity and Development

Table ENV 7

POLICY ENV 7: BIODIVERSITY AND GEODIVERSITY AND DEVELOPMENT	
Option A Description:	No policy – rely on National Planning Policy Framework coverage of the biodiversity and geodiversity.
Option B Description:	Local policy – setting out a local strategy and approach to the protection and enhancement of the natural environment.
Option C Description:	Local policy – setting out a far more restrictive policy on development proposals affecting the natural environment and geological resources in the Borough.

POLICY ENV 7: BIODIVERSITY AND GEODIVERSITY AND DEVELOPMENT	Significance of Effect		
Sustainability Objective	Option A	Option B	Option C
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	0	0	-
2. Develop vibrant and cohesive communities.	+	++	++
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	++	++
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	0	0
5. Improve the safety and security of people and property.	0	0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	+	+	-
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	0	0
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.	+	+	+
9. Make the most efficient use of land.	+/-	+/-	+/-
10. Minimise levels of noise, vibration, odour and light pollution.	+	+	+
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	+	+	+
12. Protect and enhance air and water quality and make efficient use of water.	+	+	+
13. Protect and enhance biodiversity and geodiversity.	+	++	++
14. Protect and enhance green infrastructure of all types.	+	++	++
15. Protect and enhance the character and quality of Darlington's landscape.	+	++	++
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	+	+	+

POLICY ENV 7: BIODIVERSITY AND GEODIVERSITY AND DEVELOPMENT	
Option A Summary:	The NPPF provides reasonable general coverage for the main principles for the conservation of biodiversity and geodiversity resources. It does not however recognise distinctive local differences in the nature, quality or pressures on resources.
Option B Summary:	This policy option would share many of the same effects as Policy Option A but the effects of the policy would be better tailored to local circumstances and pressures on the natural environment, enhancing some of the likely positive effects of the policy on the local environment and communities.

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Option C Summary:	Whilst this policy approach would have many of the same positive effects as Option B it could impact upon the ability of the Local Plan to deliver sufficient development to meet the Boroughs needs over the plan period by stifling development in particular areas and increasing pressure for development on greenfield sites around the edge of settlements.
Preferred policy option:	Option B – whilst the NPPF provides a framework for the conservation of the natural environment it does not reflect local circumstances with regards to the natural assets present in the Borough or the local priorities for their protection and enhancement. The NPPF states that local planning authorities should set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure.

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Policy ENV 8: Assessing a Developments Impact on Biodiversity

Table ENV 8

POLICY ENV 8: ASSESSING A DEVELOPMENTS IMPACT ON BIODIVERSITY	
Option A Description:	Local policy – setting out what evidence applicants must submit with planning applications that are on or likely to affect designated sites or protected habitats or species, and the measures that must be taken should development proposals be shown to have an impact.
Option B Description:	No policy – rely on the pre-application and application process to ensure the correct information is provided with applications with which to determine the impact of a development and the measures required to address it.

POLICY ENV 8: ASSESSING A DEVELOPMENTS IMPACT ON BIODIVERSITY		Significance of Effect	
Sustainability Objective		Option A	Option B
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		0	0
2. Develop vibrant and cohesive communities.		0	0
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		+	?
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		0	0
5. Improve the safety and security of people and property.		0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities		0	0
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		0	0
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.		0	0
9. Make the most efficient use of land.		+	?
10. Minimise levels of noise, vibration, odour and light pollution.		+	?
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		+	?
12. Protect and enhance air and water quality and make efficient use of water.		+	?
13. Protect and enhance biodiversity and geodiversity.		++	?
14. Protect and enhance green infrastructure of all types.		+	?
15. Protect and enhance the character and quality of Darlington's landscape.		+	?
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		0	0

POLICY ENV 8: ASSESSING A DEVELOPMENTS IMPACT ON BIODIVERSITY	
Option A Summary:	Through being clear about the evidence that should be supplied with a planning application for proposals likely to impact on biodiversity and geodiversity in the Local Plan the Local Planning Authority can ensure that it has all the information it needs to make informed decisions, ensuring that impacts are either avoided, mitigated or compensated for, as necessary.
Option B Summary:	The potential effects of not including a policy in the plan will very much depend on the management of the pre-application and application process. There is more of a risk that the correct information is not supplied up-front in the process leading to delays or decisions based on inadequate evidence.

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Preferred policy option:

Option A – this policy option is more likely to result in positive effects for the natural environment and geodiversity by ensuring that planning decisions are informed by the appropriate evidence.

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Policy ENV 9: Outdoor Sports Facilities

Table ENV 9

POLICY ENV 9: OUTDOOR SPORTS FACILITIES	
Option A Description:	No policy - rely on National Planning Policy Framework coverage of outdoor sport and recreation.
Option B Description:	Local policy – setting reflecting the strategy for outdoor sports provision in the Borough and defining the conditions under which proposals for new facilities will be permitted.

POLICY ENV 9: OUTDOOR SPORTS FACILITIES		Significance of Effect	
Sustainability Objective		Option A	Option B
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		+	+
2. Develop vibrant and cohesive communities.		+	+
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		++	+
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		0	0
5. Improve the safety and security of people and property.		0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities.		+	+
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		0	0
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.		0	0
9. Make the most efficient use of land.		0	0
10. Minimise levels of noise, vibration, odour and light pollution.		+/-	+/-
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		0	0
12. Protect and enhance air and water quality and make efficient use of water.		0	0
13. Protect and enhance biodiversity and geodiversity.		0	0
14. Protect and enhance green infrastructure of all types.		++	+
15. Protect and enhance the character and quality of Darlington's landscape.		0	0
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		0	0

POLICY ENV 9: OUTDOOR SPORTS FACILITIES	
Option A Summary:	The NPPF provides protection for open space, sports and recreational buildings and land, including playing fields, except in certain circumstances. However, the NPPF does not account for local circumstances or reflect local sports strategy. The retention of existing, and provision of new, outdoor sports facilities is predicted to have a number of positive effects on those sustainability objectives relating to society.
Option B Summary:	This policy option would provide protection for existing outdoor sports facilities alongside the provision of new facilities as part of new development. In addition a local policy would provide a link to the Borough's sports strategy.
Preferred policy option:	Option B – this option is preferred as it is likely to enhance the positive effects resulting from the protection and provision of outdoor sports provision in the Borough.

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Transport and Infrastructure

Policy IN 1: Delivering a Sustainable Transport Network

Table IN 1

POLICY IN 1: DELIVERING A SUSTAINABLE TRANSPORT NETWORK	
Option A Description:	Local policy – policy approach that is balanced in favour of sustainable transport modes and requires development to be well connected to footpath and cycle routes and necessary improvements made.
Option B Description:	Local policy - policy to support enhancement of rail provision at Darlington Station.
Option C Description:	Local policy - to identify sites required to deliver local highway network links but leave details of alignment to planning application stage.
Option D Description:	Local policy - to safeguard routes for transport schemes.

POLICY IN 1: DELIVERING A SUSTAINABLE TRANSPORT NETWORK		Significance of Effect			
Sustainability Objective		Option A	Option B	Option C	Option D
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		+	0	+	+/-
2. Develop vibrant and cohesive communities.		++	+	+/-	+/-
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		++	+	+/-	+/-
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		0	0	0	0
5. Improve the safety and security of people and property.		+	0	0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities		++	++	+	+/-
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		++	++	-	-
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.		++	0	-	-
9. Make the most efficient use of land.		+	0	+/-	-
10. Minimise levels of noise, vibration, odour and light pollution.		++	+/-	+/-	+/-
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		0	0	0	0
12. Protect and enhance air and water quality and make efficient use of water.		0	0	0	0
13. Protect and enhance biodiversity and geodiversity.		+	0	0	0
14. Protect and enhance green infrastructure of all types.		+	0	-	-
15. Protect and enhance the character and quality of Darlington's landscape.		0	0	-	-
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		0	-	0	0

POLICY IN 1: DELIVERING A SUSTAINABLE TRANSPORT NETWORK

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Option A Summary:	Providing a transport policy approach that is balanced in favour of sustainable transport options and particularly those involving cycling and walking brings about significant social, economic and environmental benefits. Reducing dependence on single occupancy vehicle journeys is a key aim of national policy but writing it into a local context will bring further benefits in its direct application to development proposals.
Option B Summary:	Rail travel will continue to be a key form of sustainable travel for the future and this will involve updating infrastructure and facilities to provide a fit for purpose service over the next 20 years. Tees Valley Combined Authority (TCVA) and Darlington Borough Council are developing a masterplan with associated infrastructure improvements to keep Darlington Station functioning as a key regional transport hub and to future proof the station for high speed trains. There may be some negative impacts on the historic Darlington Station but overall regeneration is expected to bring a range of social and economic benefits.
Option C Summary:	The Local Plan Strategic Framework indicated the desire to create an interlinking network of new local roads around the western, northern and eastern fringes of Darlington. In order to deliver these connections they could be identified in the Local Plan with their role and further details to be determined as part of the planning application process. This would allow greater flexibility than Option D.
Option D Summary:	Safeguarding routes for roads is the most stringent way to ensure future delivery of road infrastructure but can sterilise land. This option can also only be utilised when detailed road alignments and designs have been finalised and agreed.
Preferred policy option:	Combination of Options A, B & C – This will enable the improvement of key forms of transportation with an emphasis on reducing the need for single vehicle journeys, encouraging the use of more sustainable forms of transport, through the provision of well-connected communities. Aspirations for rail network improvement in the Borough should be supported, and owing to the levels of growth proposed necessary highway infrastructure improvements will also be supported by this policy approach. Overall this combination of options is considered to have the best balance of social, economic and environmental benefits.

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Policy IN 2: Improving Access and Accessibility

Table IN 2

POLICY IN 2: IMPROVING ACCESS AND ACCESSIBILITY	
Option A Description:	No policy – rely on national policy, other local policies and building regulations.
Option B Description:	Local policy - include a requirement for developments used by the public and employees to provide suitable access for disabled people.
Option C Description:	Local policy - include a requirement to provide adequate accessibility to footpaths/cycle paths and public transport (proximity to bus stops).
Option D Description:	Local policy – consisting of a combination of Options B and C.

POLICY IN 2: IMPROVING ACCESS AND ACCESSIBILITY		Significance of Effect			
Sustainability Objective		Option A	Option B	Option C	Option D
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		+	+	++	++
2. Develop vibrant and cohesive communities.		0	+	+	+
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		+	++	++	++
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		0	0	0	0
5. Improve the safety and security of people and property.		0	0	0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities		0	+/-	+/-	+/-
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		0	0	++	++
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.		0	0	+	+
9. Make the most efficient use of land.		0	0	+	+
10. Minimise levels of noise, vibration, odour and light pollution.		0	0	0	0
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		0	0	0	0
12. Protect and enhance air and water quality and make efficient use of water.		0	0	+	+
13. Protect and enhance biodiversity and geodiversity.		0	0	0	0
14. Protect and enhance green infrastructure of all types.		0	0	+	+
15. Protect and enhance the character and quality of Darlington's landscape.		0	0	0	0
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		0	+/-	0	+/-

POLICY IN 2: IMPROVING ACCESS AND ACCESSIBILITY

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Option A Summary:	Existing national policy and building regulations do allow for a level of provision of accessibility to buildings however wider considerations of accessible spaces and locations fall outside of the scope for such legislation. This options would have some social benefits.
Option B Summary:	Requiring development, including change of use, to provide disabled access would offer social benefits. However, dependent on implementation could have positive or negative environmental and economic benefits. Proving access to all can prove costly and also may not be suitable in all instances (for example conversion of certain listed buildings).
Option C Summary:	The provision of safe and convenient cycle and pedestrian routes is key to creating sustainable communities. Its inclusion within a policy would have social and environmental benefits. There may be some additional cost to developers but this can often be minimised through integration into site design and utilising existing provision.
Option D Summary:	A combination of options B and C enables a flexible approach towards the provision of accessibility to both buildings, spaces and sustainable transport choices.
Preferred policy option:	Option D – this option offers most social and environmental benefits. Economic benefits are less clear as there could be additional cost in terms of provision but in terms of creating safe and accessible communities, if successfully achieved, this could bring about economic benefits too.

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Policy IN 3: Transport Assessments and Travel Plans

Table IN 3

POLICY IN 3: TRANSPORT ASSESSMENTS AND TRAVEL PLANS	
Option A Description:	No policy - allow national policy to take precedent. National policy on implementation of transport assessments and Travel Plans are not clearly defined and are only required to support developments which 'generate significant amounts of movement'.
Option B Description:	Local policy - that better defines when the use of transport assessments and travel plans would be appropriate and what they should contain.

POLICY IN 3: TRANSPORT ASSESSMENTS AND TRAVEL PLANS		Significance of Effect	
Sustainability Objective		Option A	Option B
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		0	+
2. Develop vibrant and cohesive communities.		0	+
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		0	+
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		0	0
5. Improve the safety and security of people and property.		0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities		+	+
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		+	++
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.		+	+
9. Make the most efficient use of land.		0	0
10. Minimise levels of noise, vibration, odour and light pollution.		+	+
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		0	0
12. Protect and enhance air and water quality and make efficient use of water.		+	+
13. Protect and enhance biodiversity and geodiversity.		0	0
14. Protect and enhance green infrastructure of all types.		0	0
15. Protect and enhance the character and quality of Darlington's landscape.		0	0
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		0	0

POLICY IN 3: TRANSPORT ASSESSMENTS AND TRAVEL PLANS	
Option A Summary:	Reliance on national policy is not considered to offer sufficient certainty or consistency for when Transport Assessments and Travel Plans are required and what their contents should be. Sustainable transport is encouraged though as is the user of transport assessments and travel plans, so Option A would provide some positive environmental and social benefits.
Option B Summary:	Through providing more guidance on local circumstances there will be greater certainty as to when and how transport assessments and travel plans should apply.

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Preferred policy option:

Option B – transport assessments and travel plans have acknowledged benefits in national policy and both options will encourage their use. Whilst both options will bring benefits in encouraging greater consideration of sustainable transport methods, in providing a more clarity on when they will be required Option B is considered the most appropriate policy option.

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Policy IN 4: Parking Provision including Electric Vehicle Charging

Table IN 4

POLICY IN 4: PARKING PROVISION INCLUDING ELECTRIC VEHICLE CHARGING	
Option A Description:	Local policy - a specific policy to ensure that adequate car parking capacity for the Town Centre is protected.
Option B Description:	Local policy - to cement parking standards of the Tees Valley Design Guide, or any successor, in the Local Plan.
Option C Description:	Local policy - including a requirement for new developments to provide electric vehicle charging points.
Option D Description:	Local policy – consisting of a combination of Options A, B and C.

POLICY IN 4: PARKING PROVISION INCLUDING ELECTRIC VEHICLE CHARGING		Significance of Effect			
Sustainability Objective		Option A	Option B	Option C	Option D
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		0	+	+	+
2. Develop vibrant and cohesive communities.		0	0	0	0
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		-	-	0	-
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		0	0	0	0
5. Improve the safety and security of people and property.		0	0	0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities		+	0	+	+
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		-	-	0	+/-
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.		-	0	++	+/-
9. Make the most efficient use of land.		-	-	+/-	-
10. Minimise levels of noise, vibration, odour and light pollution.		0	0	0	0
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		0	0	0	0
12. Protect and enhance air and water quality and make efficient use of water.		-	0	+	+/-
13. Protect and enhance biodiversity and geodiversity.		0	0	0	0
14. Protect and enhance green infrastructure of all types.		0	0	0	0
15. Protect and enhance the character and quality of Darlington's landscape.		0	0	0	0
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		-	+/-	+/-	+/-

POLICY IN 4: PARKING PROVISION INCLUDING ELECTRIC VEHICLE CHARGING

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Option A Summary:	Providing a general policy to protect car parking capacity for the Town Centre will have some economic benefits but is likely to also have negative environmental impacts by encouraging private vehicle movements to the town centre.
Option B Summary:	A policy to cement the parking standards of the Tees Valley Design Guide in local policy will enable consistent delivery of parking provision across new developments, however it does not necessarily encourage sustainable travel choices, and for some developments can impose additional cost.
Option C Summary:	Including a requirement for new developments to provide electric vehicle charging points will make the use of electric vehicles more attractive and convenient resulting in positive environmental effects. There will be some cost implications for developments but overall these are unlikely to be prohibitive and could prove attractive to the market, adding value. The National Planning Policy Framework is supportive of such an approach.
Option D Summary:	A combination of Options A, B and C will enable a balanced mix of protecting the availability of parking in the town centre, making adequate provision in new development and encouraging the use of electric vehicles.
Preferred policy option:	Option D – a combination of options A, B & C will bring economic benefits in supporting the town centre whilst offsetting some of the negative environmental impacts through the provision of facilities for more environmentally friendly vehicles.

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Policy IN 5: Airport Safety

Table IN 5

POLICY IN 5: AIRPORT SAFETY	
Option A Description:	Local policy – identifying and setting out the provisions for the airport safety zone associated with Teesside International Airport.

POLICY IN 5: AIRPORT SAFETY	Significance of Effect
Sustainability Objective	Option A
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	0
2. Develop vibrant and cohesive communities.	0
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0
5. Improve the safety and security of people and property.	++
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	0
9. Make the most efficient use of land.	0
10. Minimise levels of noise, vibration, odour and light pollution.	0
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	0
12. Protect and enhance air and water quality and make efficient use of water.	0
13. Protect and enhance biodiversity and geodiversity.	0
14. Protect and enhance green infrastructure of all types.	0
15. Protect and enhance the character and quality of Darlington's landscape.	0
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0

POLICY IN 5: AIRPORT SAFETY	
Option A Summary:	See below.
Preferred policy option:	Option A – Government policy states that airport safety zones should be reflected in local plans (Circulars 01/2003 and 01/2010). This is therefore considered the only appropriate policy response.

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Policy IN 6: Utilities Infrastructure

Table IN 6

POLICY IN 6: UTILITIES INFRASTRUCTURE	
Option A Description:	No policy – rely on National Planning Policy Framework coverage of utilities infrastructure.
Option B Description:	Local policy – requiring utilities upgrades to be undertaken as part of planned developments in the local plan.
Option C Description:	Local policy – requiring upgraded utilities infrastructure in advance of development taking place to anticipate demand in advance.

POLICY IN 6: UTILITIES INFRASTRUCTURE		Significance of Effect		
Sustainability Objective		Option A	Option B	Option C
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		-	+	+
2. Develop vibrant and cohesive communities.		-	+	+
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		0	0	0
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		0	0	0
5. Improve the safety and security of people and property.		-	0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities		-	+	+/-
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		0	0	0
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.		0	0	0
9. Make the most efficient use of land.		0	0	0
10. Minimise levels of noise, vibration, odour and light pollution.		-	0	0
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		-	+	+
12. Protect and enhance air and water quality and make efficient use of water.		-	+	0
13. Protect and enhance biodiversity and geodiversity.		0	0	0
14. Protect and enhance green infrastructure of all types.		0	0	+/-
15. Protect and enhance the character and quality of Darlington's landscape.		+/-	+/-	+/-
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		0	0	0

POLICY IN 6: UTILITIES INFRASTRUCTURE	
Option A Summary:	Providing no encouragement to upgrading or investing in utilities infrastructure in local policy will reduce capacity for economic growth and innovation of existing networks supporting quality of life. It may reduce development cost and potential environmental impacts from works, but will have medium and long term implications for the economy, society and the environment.
Option B Summary:	Extending utilities infrastructure only where need is demonstrated and is assessed as being appropriate at the time of development.

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Option C Summary:	Forward funding and supplying utilities is costly and can have negative effects on the environment and people during construction. There is a risk in providing infrastructure in advance of development proposals coming forward that they remain unused or redundant for some time or the requirements change over time.
Preferred policy option:	Option B – to upgrade utilities infrastructure in line with planned developments during the local plan period is considered the most appropriate policy option.

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Policy IN 7: Telecommunication Masts

Table IN 7

POLICY IN 7: TELECOMMUNICATION MASTS	
Option A Description:	Local policy - allowing no new telecommunication masts.
Option B Description:	Local policy - allowing new telecommunication masts in line with locally set criteria.
Option C Description:	Local policy - a more flexible policy approach with fewer restrictions on the development of telecommunication masts.

POLICY IN 7: TELECOMMUNICATION MASTS		Significance of Effect		
Sustainability Objective		Option A	Option B	Option C
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		-	+	+
2. Develop vibrant and cohesive communities.		-	+	+
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		0	++	+
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		0	0	0
5. Improve the safety and security of people and property.		0	++	-
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities		--	+	+
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.		-	+	+
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.		-	+	0
9. Make the most efficient use of land.		0	++	-
10. Minimise levels of noise, vibration, odour and light pollution.		0	0	0
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.		0	0	0
12. Protect and enhance air and water quality and make efficient use of water.		0	0	0
13. Protect and enhance biodiversity and geodiversity.		0	0	-
14. Protect and enhance green infrastructure of all types.		0	0	-
15. Protect and enhance the character and quality of Darlington's landscape.		+	0	--
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		+	+	-

POLICY IN 7: TELECOMMUNICATION MASTS	
Option A Summary:	A restrictive policy would not enable progress to be made on the installation of next generation mobile telephone systems which would have an impact on society and the local economy. It could however potentially have some beneficial environmental effects.
Option B Summary:	A local criteria based policy would enable the Council to have more control over the visual impact of new telecommunication masts and ensure that they are located in safe and suitable places for the rollout of new technology. This option would be least likely to result in negative environmental effects.

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Option C Summary:	A less restrictive policy would be likely to raise public safety issues and result in negative environmental effects.
Preferred policy option:	Option B – a policy based on locally set criteria controlling the circumstances where new telecommunications masts would be considered appropriate is considered to be the most suitable policy option given the potential negative effects of either a more or less restrictive policy approach.

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Policy IN 8: Broadband Infrastructure

Table IN 8

POLICY IN 8: BROADBAND INFRASTRUCTURE	
Option A Description:	No policy - broadband infrastructure does not have to be provided in any new development.
Option B Description:	Local policy – encouraging provision to be made for broadband provision on any development and mandatory for larger development sites (residential and employment).

POLICY IN 8: BROADBAND INFRASTRUCTURE	Significance of Effect	
Sustainability Objective	Option A	Option B
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	0	0
2. Develop vibrant and cohesive communities.	-	+
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	-	+
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	--	++
5. Improve the safety and security of people and property.	0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	--	++
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	0
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.	0	0
9. Make the most efficient use of land.	0	0
10. Minimise levels of noise, vibration, odour and light pollution.	0	0
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	0	0
12. Protect and enhance air and water quality and make efficient use of water.	0	0
13. Protect and enhance biodiversity and geodiversity.	0	0
14. Protect and enhance green infrastructure of all types.	0	0
15. Protect and enhance the character and quality of Darlington's landscape.	0	0
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	0

POLICY IN 8: BROADBAND INFRASTRUCTURE	
Option A Summary:	This policy option could result in new developments that are not equipped to be able to deal with digital up to date media leaving residents and businesses at a disadvantaged as many areas in Darlington currently are. Increases the technology gap.
Option B Summary:	Optimal access to Broadband provision for larger sites should be enabled through development as access to Broadband infrastructure will make new developments more viable and it will enable developments to be future proofed for technological application of digital media. This option would result in a number of positive social and economic effects.
Preferred policy option:	Option B – encouraging provision to be made for Broadband in new developments is considered the most appropriate policy option as it is likely to result in a number of positive social and economic effects.

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Policy IN 9: Renewable Energy Infrastructure

Table IN 9

POLICY IN 9: RENEWABLE ENERGY INFRASTRUCTURE	
Option A Description:	No policy - no local requirement to include renewable and energy efficient infrastructure in new developments
Option B Description:	Local policy - renewable and energy efficient infrastructure required and encouraged by the Local Plan.

POLICY IN 9: RENEWABLE ENERGY INFRASTRUCTURE		Significance of Effect	
Sustainability Objective	Option A	Option B	
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	0	0	
2. Develop vibrant and cohesive communities.	0	0	
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	-	0	
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	0	
5. Improve the safety and security of people and property.	0	0	
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	0	
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	0	
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.	-	++	
9. Make the most efficient use of land.	0	+/-	
10. Minimise levels of noise, vibration, odour and light pollution.	0	+/-	
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	0	+	
12. Protect and enhance air and water quality and make efficient use of water.	0	+	
13. Protect and enhance biodiversity and geodiversity.	0	+	
14. Protect and enhance green infrastructure of all types.	0	0	
15. Protect and enhance the character and quality of Darlington's landscape.	0	+/-	
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	0	

POLICY IN 9: RENEWABLE ENERGY INFRASTRUCTURE	
Option A Summary:	This option will reduce the opportunities to minimise the climate change effects of development and to maximise energy efficiency. Whilst this option could impose additional costs on development (although these costs are steadily coming down) it generally results in longer term savings. This policy option would not help to achieve the Government's, and Council's, sustainability ambitions.
Option B Summary:	There are a number of potential positive environmental effects to be gained by ensuring that renewables and energy efficient solutions are considered and incorporated in new developments and larger sites.
Preferred policy option:	Option B – this option is considered the most appropriate response to the threat posed by climate change and should result in a number of positive environmental effects.

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Policy IN 10: Supporting the Delivery of Community and Social Infrastructure

Table IN 10

POLICY IN 10: SUPPORTING THE DELIVERY OF COMMUNITY AND SOCIAL INFRASTRUCTURE	
Option A Description:	Local policy - review the approach to education contributions to include a standard calculation.
Option B Description:	Local policy - retain existing planning obligations requirement for education contributions.
Option C Description:	Local policy - requiring land to be reserved for education purposes in key locations. Reserved land to be reviewed periodically and considered for other uses should circumstances change.
Option D Description:	Local policy – protecting and promoting new community infrastructure facilities including indoor sports, cemeteries art and culture.

POLICY IN 10: SUPPORTING THE DELIVERY OF COMMUNITY AND SOCIAL INFRASTRUCTURE	Significance of Effect			
	Option A	Option B	Option C	Option D
Sustainability Objective				
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	0	0	0	0
2. Develop vibrant and cohesive communities.	+	+	++	+
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	+	+	+
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	++	+	+	+
5. Improve the safety and security of people and property.	0	0	0	0
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	+/-	+/-	+/-	+
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	0	+	+
8. Reduce greenhouse gas emissions and increase the Borough's resilience to climate change.	0	0	+/-	+
9. Make the most efficient use of land.	0	0	+/-	0
10. Minimise levels of noise, vibration, odour and light pollution.	0	0	0	0
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	0	0	0	0
12. Protect and enhance air and water quality and make efficient use of water.	0	0	0	0
13. Protect and enhance biodiversity and geodiversity.	0	0	0	0
14. Protect and enhance green infrastructure of all types.	0	0	0	0
15. Protect and enhance the character and quality of Darlington's landscape.	0	0	0	0
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	0	0	+

POLICY IN 10: SUPPORTING THE DELIVERY OF COMMUNITY AND SOCIAL INFRASTRUCTURE

APPENDIX D: ASSESSMENT OF LOCAL PLAN POLICY OPTIONS

Option A Summary:	Providing a standard calculation would enable greater flexibility in terms of seeking contributions specific to the local needs arising from a development. The rates could also be linked to Department for Education standard costs of provision that would enable them to track with accepted rates. In areas of good provision this could work out cheaper for developers but in areas of limited capacity could be more expensive than the existing flat rate. Planning contributions can effect development viability.
Option B Summary:	The contribution rate set out in the existing adopted Planning Obligations Supplementary Planning Document (SDP) is currently out of date, does not enable contributions to be sought towards secondary school provision and places restrictions based on geographic area. Planning contributions can effect development viability.
Option C Summary:	Within key sites, areas of land would be safeguarded for future education provision enabling a more structured distribution of schools to serve new and existing communities where the need arises. This land would be held for a period of time until there is more certainty around the scale and nature of provision required (e.g. at the time of a planning application or at an appropriate phase in the development). Should the need not arise the land could be considered for other uses. This could will have an effect on viability but enables new provision to be provided when need and funding are aligned.
Option D Summary:	Protecting of existing community facilities will help to sustain existing communities. The more functioning local facilities that can be retained will also help to support a sustainable pattern of growth in the Borough. Similarly the provision of new facilities to support a growing population will also be supported, helping to develop new cohesive and sustainable communities.
Preferred policy option:	Combination of Options A, C and D – this policy approach will allow a more flexible approach to seek education contributions than that contained in the current SPD and will enable sites to be secured in suitable locations should the need for new education facilities arise. Protecting existing, and supporting the provision of new community facilities, will help to support sustainable communities and patterns of growth. Generally this approach will have a number of positive effects on social objectives.

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

The assessment of the nine strategic development options identified in Section 7 of the main report has involved using the Sustainability Appraisal's sixteen objectives to identify the key high level pros and cons associated with each option. This provides a picture of the potential overall social, economic and environmental effects of each strategy. The pros and cons were then used to identify the main benefits, risks, disadvantages, and potential mitigation measures associated with each option.

In order to facilitate a comparative assessment, each option was scored against a set of simplified criteria drawn from the SA objectives. The criteria were developed in order to pick out the key elements within the SA objectives that are most relevant to a strategic assessment. For each criterion the strategies were either scored generally positive, generally negative or considered likely to have a generally neutral effect. Where there was considerable uncertainty about the potential nature of some effects, an uncertain score was included.

The	
Strategic Option	
Score	
Impact	
Strategic Impact	

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

Strategic Development Option 1: North West Darlington

Table SDO1.1

Strategic Development Option 1: North West Darlington	
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	
Pros	Cons
<ul style="list-style-type: none"> Sufficient land is being promoted in this area to enable mixed use development at a strategic scale. Provides housing close to the A1(M) potentially attractive to the market. Will support existing facilities and services and has potential to encourage additional facilities/investment in improving existing facilities. Larger scale development will necessitate on site provision to meet all day to day needs as part of the development. Potential for mixed use development, including employment land. Greater ability to create balanced development with good access to jobs, shops and services. Area is well served by walking and cycle routes, including public rights of way. 	<ul style="list-style-type: none"> Strategic development extending Darlington would limit housing development in rural parts of the borough, potentially not meeting local needs, including affordable housing. Provides limited support for services in rural parts of the borough.
2. Develop vibrant and cohesive communities.	
Pros	Cons
<ul style="list-style-type: none"> Potential for larger sites to yield a higher proportion of affordable housing and a wider range of market housing types and sizes. Potential for larger scale development would make it easier to provide for specific specialist housing needs (e.g. extra care housing). Scale of potential development more likely to support provision of new community facilities and services as part of development. Greater access to services and facilities, including specialist facilities aimed at reducing social isolation. Greater access to a wider range of cultural, leisure and recreational activities. Greater potential for access by public transport, walking, cycling. Will support existing facilities and has potential to encourage additional facilities. 	<ul style="list-style-type: none"> Would deliver less affordable housing in rural areas making it more difficult to provide/support services in these areas. Unlikely to meet affordable housing needs within Darlington and the smaller villages. Provides limited support for rural services e.g. primary schools where numbers may be falling. Low or limited historical/ emotional connection to the area could be a barrier to participation. Need to ensure delivery of a wide range of community, leisure and recreation facilities (including most day-to-day needs) as part of early phases of development could impact on development viability.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	
Pros	Cons
<ul style="list-style-type: none"> Greater access to health facilities in Darlington town. Easier and more cost effective to expand existing health services in response to increased demand. Greater access to leisure and recreational activities in Darlington town. 	<ul style="list-style-type: none"> Location close to major employment and A1(M) may reduce air quality, and pose greater risk of noise, odour and light pollution.

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

<ul style="list-style-type: none"> Greater opportunities to access existing jobs, shops and services by walking and cycling. Concentrating development is more likely to increase population sufficiently to make investment in improving health provision more viable. A large scale strategic allocation that includes jobs, shops, and services for local people will enable travel by healthy means (walking and cycling). Development should be a sufficient size to include education facilities, where required. 	<ul style="list-style-type: none"> Proximity to A1(M) may cause disturbance. Area is not currently particularly well served by open space and recreational facilities.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	
Pros	Cons
<ul style="list-style-type: none"> Greater choice of accessible primary and secondary schools. Greater access to further education. Larger sites have greater potential to concentrate new demand for primary schooling in a single location which makes providing additional school places more cost effective and more easily delivered. Greater potential to provide new education facilities as part of development. Primary and secondary schools accessible by walking and cycling. Close to existing employment areas/town centre providing potential opportunities for apprenticeships, internships and work experience. 	<ul style="list-style-type: none"> Provides limited support for existing services in rural areas. Even with new school provision, there will be potential for increased travelling in order to attend the existing established popular schools across the borough.
5. Improve the safety and security of people and property.	
Pros	Cons
<ul style="list-style-type: none"> More likely to involve large development sites that would require masterplanning. Masterplanning would make it easier to incorporate designing out crime principles. There are no major hazard sites in the area. Majority of area is within the 20% least deprived areas in the borough with regards to the Indices of Multiple Deprivation crime domain. 	<ul style="list-style-type: none"> Potential that new development close to the A1(M) may become a target for criminals using the motorway due to the ease of access.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	
Pros	Cons
<ul style="list-style-type: none"> Location is capable of delivering new employment development (area previously promoted primarily as an employment site). Close to existing major employment areas. Will lead to greater concentration of employment in the main urban area. Opportunities to access existing employment opportunities by walking and cycling. Greater potential to support local business as larger numbers are located in main urban areas. Improved connectivity to other business markets through proximity to road/rail network. Good road links to strategic highway network and to public transport options. A location close to the A1(M) is likely to be attractive to businesses and the market and accessible to prospective employees. Able to provide employment land closely linked to residential areas. Potential to contribute to new highway infrastructure - increasing business competitiveness and improving attractiveness of employment sites to the market. 	<ul style="list-style-type: none"> Will lead to greater concentration of employment in the main urban area, less accessible to those living outside these areas. Limited provision for new employment opportunities in rural parts of the borough. Provides limited support for new economic growth in the rural parts of the district. Provides limited support for employment opportunities away from strategic transport corridors.

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

<ul style="list-style-type: none"> Potential to deliver new employment space to facilitate business expansion – potentially freeing up smaller employment spaces for new business growth. Scale of development likely to make additional investment in local retail, cultural and leisure businesses more viable. 	
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	
Pros	Cons
<ul style="list-style-type: none"> Greater potential for access by public transport, walking and cycling. Good access to a range of local facilities by walking and cycling as well as other sustainable modes of travel. Reduced need to travel longer distances to access services. Proximity to existing bus services and scale of development possible provides opportunities to extend existing services/provide new services to serve development on a viable basis. Potential for development to contribute to investment in safer cycling routes and encourage more cycling. Potential to contribute to new highway infrastructure (including new routes around the urban area), and improvements to existing highway capacity. Potential to contribute to highway capacity improvements in Darlington. Supports transport improvements along strategic routes. Potential to support increased frequency and/or extension of existing bus services in rural parts of the borough. A single large development will enable an integrated approach to be taken to transport provision. Greater potential to secure external funding for transport improvements that also realise benefits for the wider community. 	<ul style="list-style-type: none"> Potential to increase road congestion in Darlington and at junction 58 of the A1(M). Likely to require substantial intervention and improvement to the local highway network. Potential to increase road congestion in and around Darlington. May increase congestion roads within the village. Proximity to A1(M) could make it an attractive location for commuting by car to locations across the north east of England.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	
Pros	Cons
<ul style="list-style-type: none"> Potential for less use of polluting travel due to proximity/availability of services and facilities. A large concentrated development will provide greater potential for use of Combined Heat and Power (CHP) and similar technologies. Greater potential to adopt new more sustainable construction techniques. Easier to incorporate building practices and materials that reduce energy use. Larger development sites may offer opportunities to introduce facilities to support low carbon fuelled vehicles. 	<ul style="list-style-type: none"> New development will inevitably increase greenhouse gas emissions.
9. Make the most efficient use of land and resources.	
Pros	Cons
<ul style="list-style-type: none"> Greater ability to achieve higher densities without compromising amenity. Less likely to involve the use of best and most versatile agricultural land. More efficient use of land - concentrated development requires less land to be set aside for infrastructure. 	<ul style="list-style-type: none"> Growth in this location would involve the development of greenfield land. Inefficient land use possible if low suburban densities used across the entirety of potential sites. Limited potential to re-use previously developed land (also known as brownfield land). Limited opportunity for the re-use of existing buildings.

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

10. Minimise levels of noise, vibration, odour and light pollution.	
Pros	Cons
<ul style="list-style-type: none"> • Potential for a balanced mix of homes, jobs, services that will reduce the need to travel. • Good links to the strategic highway network without increasing traffic through the settlement. 	<ul style="list-style-type: none"> • Potential to increase traffic related noise and vibration in Darlington. • Likely to lead to increased light pollution in urban areas. • More likely that development will be close to sources of noise, vibration, odour and light pollution due to urban location. • Development adjacent to the A1(M) is more likely to be affected by noise, vibration, odour and light pollution.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	
Pros	Cons
<ul style="list-style-type: none"> • Generally avoids areas at risk to flooding. • Large scale development with potential to incorporate SUDs. 	<ul style="list-style-type: none"> • None identified.
12. Protect and enhance air and water quality and make efficient use of water.	
Pros	Cons
<ul style="list-style-type: none"> • Opportunities to access some employment, day to day shopping and facilities/services within the market towns by walking and cycling, thereby minimising the use of more polluting forms of travel. • Greater opportunity to use less polluting modes of transport. • Potential to facilitate greater modal shift to less polluting options if development enables greater investment in alternatives. • There are no locally/nationally designated nature conservation sites in the area. 	<ul style="list-style-type: none"> • Greater potential to negatively affect air quality. • Potential to lead to increased car based commuting along the A1(M) with resultant impacts on greenhouse gas emissions. • Potential development sites are close to locally designated nature conservation sites. • New development and associated road infrastructure is likely to result in an increase carbon emissions due to an increase in vehicular movements.
13. Protect and enhance biodiversity and geodiversity.	
Pros	Cons
<ul style="list-style-type: none"> • Large sites will enable master planning, providing a greater opportunity to increase biodiversity by improving habitats, tree cover etc. in and around the settlement as part of a GI strategy, as well as a greater potential for investment in nearby off-site GI improvements. • There is sufficient scope to buffer and protect nearby local nature conservation designations. 	<ul style="list-style-type: none"> • May necessitate new road building that could have negative ecological effects.
14. Protect and enhance green infrastructure of all types.	
Pros	Cons

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

<ul style="list-style-type: none"> Development on the edge of the settlements has potential to improve accessible green infrastructure to all residents. Comprehensive development will enable masterplanning to ensure safe walking and cycling routes and appropriate accessible open space, parks and play areas are provided. Larger sites available with more opportunities to deliver significant new community accessible green infrastructure provision. 	<ul style="list-style-type: none"> None identified.
15. Protect and enhance the character and quality of Darlington's landscape.	
Pros	Cons
<ul style="list-style-type: none"> Extension of existing urban area. Potential to redefine settlement edges (e.g. with improved woodland and/or tree cover). 	<ul style="list-style-type: none"> May necessitate new road building that could have negative landscape effects. Would reduce the gap between the urban edge and the A1(M).
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	
Pros	Cons
<ul style="list-style-type: none"> Development in this location would maintain the boroughs compact urban form, well related to the existing urban area. Less impact on setting of urban Conservation Areas. Less potential for impacts on the historic environment. Masterplanning of large sites provides an opportunity to design a higher quality built environment. 	<ul style="list-style-type: none"> Development would need to conserve and enhance the historic assets in the area.
Strategic Development Option 1: Conclusions	
What are the main benefits of this option?	<ul style="list-style-type: none"> Suitable for the provision of mixed development providing employment alongside housing. Good access to existing services and facilities in Darlington. Existing frequent public transport service in area. Proximity to strategic highway network. Well related to the town, and existing employment areas in particular. Availability of large sites enabling comprehensive site masterplanning.
What are the uncertainties/risks to delivery?	<ul style="list-style-type: none"> Requirements for new road infrastructure (potential to provide a link through to the A167) and mitigate impact on existing network. Need for community facilities, including schools, to be provided alongside development.
What are the main disadvantages of this option?	<ul style="list-style-type: none"> Provides limited support to rural settlements.
What mitigation measures would be required?	<ul style="list-style-type: none"> Highway improvements to accommodate additional traffic generated by development. Extension of public transport services, walking and cycling routes into site. Provision of appropriate community services and facilities to meet the needs of new residents and employers. Careful landscaping of urban edge and buffering of A1(M).

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

Table SDO1.2

Strategic Development Option 1: Assessment Summary	
1. Provides housing in rural areas? ⁽⁹⁾	
2. Provides housing in Darlington? ⁽⁸⁾	
3. Capable of delivery without the need for major new infrastructure?	
4. Likely to support delivery of major new infrastructure?	
5. Likely to support provision for employment? ⁽¹⁰⁾	
6. Avoids adverse impacts on designated nature conservation sites (including SPA/SAC/SSSI ⁽¹¹⁾)?	
7. Prevents the loss of excellent and very good agricultural land (grades 1 and 2)? ⁽¹²⁾	
8. Maximises the use of brownfield land?	
9. Reduces potential impacts on designated heritage assets and their settings? ⁽¹³⁾	
10. Minimises loss of Green Infrastructure ⁽¹⁴⁾ ?	
11. Avoids area at risk of flooding from all sources (Flood Zones 2 and 3)?	
12. Encourages access to employment and day-to-day services/facilities by walking and cycling, or public transport? ⁽¹⁵⁾	
13. Capable of providing new services and facilities to support growth?	
14. Enables a comprehensive approach to waste and water management, use of materials, renewable energy etc. ⁽¹⁶⁾	

- 9 The Local Plan aims to meet housing need arising in both urban and rural areas within the district in order to address housing needs for all.
- 10 The Local Plan is required to allocate appropriate land for business uses in addition to land for housing development.
- 11 Special Protection Areas (SPAs), Special Areas of Conservation (SACs), and Sites of Special Scientific Interest (SSSIs) are protected by European directives and national legislation.
- 12 Paragraph 112 of the NPPF states that where significant development of agricultural land is necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.
- 13 Designated heritage assets include Scheduled Monuments, Listed Buildings, Registered Parks and Gardens, and Conservation Areas designated for their special architectural or historical interest. Great weight is to be given to the conservation of designated heritage assets.
- 14 For the purposes of this assessment the term Green Infrastructure is not taken to include agricultural land or open countryside.
- 15 Paragraph 30 of the NPPF requires that, when preparing Local Plans, local planning authorities should support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.
- 16 Where development sites are a suitable scale, innovative approaches to waste, water, materials, renewable energy etc. that can deliver significant reductions in the use of natural resources become more cost effective.

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

15. Capable of creating an attractive place to live and developing a cohesive community?

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

Strategic Development Option 2: North and North East Darlington

Table SDO2.1

Strategic Development Option 2: North and North East Darlington					
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	<table border="1"> <thead> <tr> <th>Pros</th><th>Cons</th></tr> </thead> <tbody> <tr> <td> <ul style="list-style-type: none"> Sufficient land is being promoted in this area to enable mixed use development at a strategic scale. Will support existing facilities and services and has potential to encourage additional facilities/investment in improving existing facilities. Larger scale development will necessitate on site provision to meet all day to day needs as part of the development. Potential for mixed use development, including employment land. Greater ability to create balanced development with good access to jobs, shops and services. Area is well served by walking and cycle routes, including public rights of way. </td><td> <ul style="list-style-type: none"> Strategic development extending Darlington would limit housing development in rural parts of the borough, potentially not meeting local needs, including affordable housing. Provides limited support for services in rural parts of the borough. Possible constraints on the speed of delivery due to the likely extent of infrastructure required to be phased alongside development. Delivery will be long term. Will need commitment beyond the end of the plan period. </td></tr> </tbody> </table>	Pros	Cons	<ul style="list-style-type: none"> Sufficient land is being promoted in this area to enable mixed use development at a strategic scale. Will support existing facilities and services and has potential to encourage additional facilities/investment in improving existing facilities. Larger scale development will necessitate on site provision to meet all day to day needs as part of the development. Potential for mixed use development, including employment land. Greater ability to create balanced development with good access to jobs, shops and services. Area is well served by walking and cycle routes, including public rights of way. 	<ul style="list-style-type: none"> Strategic development extending Darlington would limit housing development in rural parts of the borough, potentially not meeting local needs, including affordable housing. Provides limited support for services in rural parts of the borough. Possible constraints on the speed of delivery due to the likely extent of infrastructure required to be phased alongside development. Delivery will be long term. Will need commitment beyond the end of the plan period.
Pros	Cons				
<ul style="list-style-type: none"> Sufficient land is being promoted in this area to enable mixed use development at a strategic scale. Will support existing facilities and services and has potential to encourage additional facilities/investment in improving existing facilities. Larger scale development will necessitate on site provision to meet all day to day needs as part of the development. Potential for mixed use development, including employment land. Greater ability to create balanced development with good access to jobs, shops and services. Area is well served by walking and cycle routes, including public rights of way. 	<ul style="list-style-type: none"> Strategic development extending Darlington would limit housing development in rural parts of the borough, potentially not meeting local needs, including affordable housing. Provides limited support for services in rural parts of the borough. Possible constraints on the speed of delivery due to the likely extent of infrastructure required to be phased alongside development. Delivery will be long term. Will need commitment beyond the end of the plan period. 				
2. Develop vibrant and cohesive communities.	<table border="1"> <thead> <tr> <th>Pros</th><th>Cons</th></tr> </thead> <tbody> <tr> <td> <ul style="list-style-type: none"> Potential for larger sites that should yield a higher proportion of affordable housing, a wider mix/range of market housing and supporting community facilities. Potential for larger scale development would make it easier to provide for specific specialist housing needs (e.g. extra care housing). Greater access to existing services and facilities due to proximity to Darlington town, including specialist facilities aimed at reducing social isolation. Would provide housing in areas with existing strong communities - potential to encourage greater participation. Greater access to a wider range of cultural, leisure and recreational activities. Greater potential for access by public transport, walking, cycling. Potential to make additional investment in local culture, leisure and recreational businesses more viable. </td><td> <ul style="list-style-type: none"> Would deliver less affordable housing in rural areas making it more difficult to provide/support services in these areas. Provides limited support for rural services e.g. primary schools where numbers may be falling. The need to ensure delivery of a wide range of community, leisure and recreation facilities (including most day-to-day needs) will impact on short-term viability. </td></tr> </tbody> </table>	Pros	Cons	<ul style="list-style-type: none"> Potential for larger sites that should yield a higher proportion of affordable housing, a wider mix/range of market housing and supporting community facilities. Potential for larger scale development would make it easier to provide for specific specialist housing needs (e.g. extra care housing). Greater access to existing services and facilities due to proximity to Darlington town, including specialist facilities aimed at reducing social isolation. Would provide housing in areas with existing strong communities - potential to encourage greater participation. Greater access to a wider range of cultural, leisure and recreational activities. Greater potential for access by public transport, walking, cycling. Potential to make additional investment in local culture, leisure and recreational businesses more viable. 	<ul style="list-style-type: none"> Would deliver less affordable housing in rural areas making it more difficult to provide/support services in these areas. Provides limited support for rural services e.g. primary schools where numbers may be falling. The need to ensure delivery of a wide range of community, leisure and recreation facilities (including most day-to-day needs) will impact on short-term viability.
Pros	Cons				
<ul style="list-style-type: none"> Potential for larger sites that should yield a higher proportion of affordable housing, a wider mix/range of market housing and supporting community facilities. Potential for larger scale development would make it easier to provide for specific specialist housing needs (e.g. extra care housing). Greater access to existing services and facilities due to proximity to Darlington town, including specialist facilities aimed at reducing social isolation. Would provide housing in areas with existing strong communities - potential to encourage greater participation. Greater access to a wider range of cultural, leisure and recreational activities. Greater potential for access by public transport, walking, cycling. Potential to make additional investment in local culture, leisure and recreational businesses more viable. 	<ul style="list-style-type: none"> Would deliver less affordable housing in rural areas making it more difficult to provide/support services in these areas. Provides limited support for rural services e.g. primary schools where numbers may be falling. The need to ensure delivery of a wide range of community, leisure and recreation facilities (including most day-to-day needs) will impact on short-term viability. 				
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	<table border="1"> <thead> <tr> <th>Pros</th><th>Cons</th></tr> </thead> <tbody> <tr> <td> <ul style="list-style-type: none"> Greater access to health facilities in Darlington town. Easier and more cost effective to expand existing/provide new health services in response to increased demand. Development should be a sufficient size to include health and education facilities as part of development, where required. Greater access to leisure and recreational activities in Darlington town. </td><td> <ul style="list-style-type: none"> Potential to reduce air quality. </td></tr> </tbody> </table>	Pros	Cons	<ul style="list-style-type: none"> Greater access to health facilities in Darlington town. Easier and more cost effective to expand existing/provide new health services in response to increased demand. Development should be a sufficient size to include health and education facilities as part of development, where required. Greater access to leisure and recreational activities in Darlington town. 	<ul style="list-style-type: none"> Potential to reduce air quality.
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APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

<ul style="list-style-type: none"> Greater opportunities to access jobs, shops and services by walking and cycling. Concentrating development is more likely to increase population sufficiently to make investment in improving health provision more viable. Potential to encourage healthy lifestyles through access to the countryside. A large scale strategic allocation that includes jobs, shops, and services for local people will enable travel by healthy means (walking and cycling). 	
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	
Pros	Cons
<ul style="list-style-type: none"> Greater choice of accessible primary and secondary schools. Greater access to further education. Larger sites have greater potential to concentrate new demand for primary schooling in a single location which makes providing additional school places more cost effective and more easily delivered. Greater potential to provide new education facilities as part of development. Primary and secondary schools accessible by walking and cycling. Close to existing employment areas/town centre providing potential opportunities for apprenticeships, internships and work experience. 	<ul style="list-style-type: none"> Provides limited support for existing services in rural areas. Even with new school provision, there will be potential for increased travelling in order to attend the existing established popular schools across the borough.
5. Improve the safety and security of people and property.	
Pros	Cons
<ul style="list-style-type: none"> More likely to involve large development sites that would require masterplanning. Masterplanning would make it easier to incorporate designing out crime principles. There are no major hazard sites in the area. Majority of area is within the 20% least deprived areas in the borough with regards to the Indices of Multiple Deprivation crime domain. 	<ul style="list-style-type: none"> None identified.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	
Pros	Cons
<ul style="list-style-type: none"> Location is capable of delivering new employment opportunities as part of development, closely linked to residential areas. Close to existing major employment areas in Darlington. Potential to provide access to local employment opportunities, accessible by a range of means. Potential to deliver live/work units in desirable locations. Provided suitable employment land can be identified, this could improve the geographic distribution of jobs in the borough. Scale of development likely to make additional investment in local retail, cultural and leisure businesses more viable. 	<ul style="list-style-type: none"> Provides limited support for new economic growth in the rural parts of the district. Provides limited support for new economic growth in the rural parts of the district.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	
Pros	Cons

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

<ul style="list-style-type: none"> • Good access to a range of local facilities by walking and cycling as well as other sustainable modes of travel. • Reduced need to travel longer distances to access services. • Proximity to existing bus services and scale of development possible provides opportunities to extend existing services/provide new services to serve development on a viable basis. • Potential for development to contribute to investment in safer cycling routes and encourage more cycling. • Potential to contribute to new highway infrastructure (including new routes around the urban area), and improvements to existing highway capacity. • Supports transport improvements along strategic routes. • A single large development will enable an integrated approach to be taken to transport provision. • Greater potential to secure external funding for transport improvements that also realise benefits for the wider community. 	<ul style="list-style-type: none"> • Potential to increase road congestion in Darlington and at junction 59 of the A1(M). • Likely to have a significant impact on the local highway network requiring substantial intervention and improvement. • Potential to increase road congestion in and around Darlington.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	
Pros	Cons
<ul style="list-style-type: none"> • Potential for less use of polluting travel due to proximity/availability of services and facilities. • A large concentrated development will provide greater potential for use of Combined Heat and Power (CHP) and similar technologies. • Greater potential to adopt new more sustainable construction techniques. • Easier to incorporate building practices and materials that reduce energy use. • Larger development sites may offer opportunities to introduce facilities to support low carbon fuelled vehicles. 	<ul style="list-style-type: none"> • New development will inevitably increase greenhouse gas emissions.
9. Make the most efficient use of land and resources.	
Pros	Cons
<ul style="list-style-type: none"> • Greater ability to achieve higher densities without compromising amenity. • Less likely to involve the use of best and most versatile agricultural land. • Efficient land use possible if a mix of appropriate densities employed. • More efficient use of land - concentrated development requires less land to be set aside for infrastructure. 	<ul style="list-style-type: none"> • Growth in this location would involve the development of greenfield land. • Inefficient land use possible if low suburban densities used across entirety of potential sites. • Less potential to re-use previously developed land (also known as brownfield land). • Limited opportunity for the re-use of existing buildings.
10. Minimise levels of noise, vibration, odour and light pollution.	
Pros	Cons
<ul style="list-style-type: none"> • Potential for a balanced mix of homes, jobs, services that will reduce the need to travel. • More likely to avoid major sources of noise, vibration, odour and light pollution. • Good links to the strategic highway network without substantially increasing traffic through Darlington. 	<ul style="list-style-type: none"> • Potential to increase traffic related noise and vibration in Darlington. • Likely to lead to increased light pollution in urban areas.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	
Pros	Cons

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

<ul style="list-style-type: none"> • Generally avoids areas at risk to flooding. • Large scale development with potential to incorporate SUDs. 	<ul style="list-style-type: none"> • Potential large sites close to the River Skerne could lead to increased surface water runoff into the watercourse without careful management. • Responding to extent of flood prone areas will reduce available land for development but not significantly.
12. Protect and enhance air and water quality and make efficient use of water.	
Pros	Cons
<ul style="list-style-type: none"> • Greater potential to adopt new more sustainable construction techniques. • Greater availability of sustainable transport has the potential to limit the level of pollution caused by additional vehicle movements. • Opportunities to access some employment, day to day shopping and facilities/services within by walking and cycling, thereby minimising the use of more polluting forms of travel. • New housing provided in areas with generally good air quality. • Potential to facilitate greater modal shift to less polluting options if development enables greater investment in alternatives. • New link road proposal has the potential to improve air quality in the north of the town by removing through traffic, particularly Heavy Goods Vehicles (HGVs) in the long term. 	<ul style="list-style-type: none"> • Close to the River Skerne and a locally designated nature conservation site. • New development and associated road infrastructure is likely to result in an increase in carbon emissions due to an increase in vehicular movements.
13. Protect and enhance biodiversity and geodiversity.	
Pros	Cons
<ul style="list-style-type: none"> • Large sites will enable master planning, providing a greater opportunity to increase biodiversity by improving habitats, tree cover etc. in and around the settlement as part of a GI strategy, as well as a greater potential for investment in nearby off-site GI improvements. • Potential to provide good access to the natural environment. • Potential to improve access to the countryside for residents. 	<ul style="list-style-type: none"> • Close to the River Skerne and a locally designated nature conservation site. • May necessitate new road building and local highway capacity improvements to have negative ecological impacts. • Scale of development may place recreational pressure on, and cause disturbance to, areas of nature conservation interest.
14. Protect and enhance green infrastructure of all types.	
Pros	Cons
<ul style="list-style-type: none"> • Greater opportunities for informal outdoor leisure and recreation. • Development on the edge of the settlements has potential to improve accessible green infrastructure to all residents. • Provides an opportunity to improve the quality, extent and accessibility of green infrastructure in and around the settlement. • Comprehensive development will enable masterplanning to ensure safe walking and cycling routes and appropriate accessible open space, parks and play areas are provided. 	<ul style="list-style-type: none"> • None identified.
15. Protect and enhance the character and quality of Darlington's landscape.	
Pros	Cons

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

<ul style="list-style-type: none"> Extension of existing urban area. Local topography means that large parts of the urban edge are obscured when viewed from the wider landscape. 	<ul style="list-style-type: none"> Significant local effect on landscape due to size of potential development and quality of the local landscape. May necessitate new road building that could have negative landscape effects. Development could potentially reduce the gap between Darlington and the villages of Barmpton and Great Burdon. Development would need to protect the River Skerne valley landscape.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	
<div>Pros</div>	
<ul style="list-style-type: none"> Development in this location would maintain the boroughs compact urban form, well related to the existing urban area. Less impact on setting of urban Conservation Areas. Less potential for impacts on the historic environment. Masterplanning of large sites provides an opportunity to design a higher quality built environment. 	<ul style="list-style-type: none"> Development would need to conserve and enhance the historic assets in the area.
Strategic Development Option 2: Conclusions	
What are the main benefits of this option?	<ul style="list-style-type: none"> Good access to existing services and facilities in Darlington. Existing frequent public transport service in area. Proximity to strategic highway network. Availability of large sites enabling comprehensive site masterplanning.
What are the uncertainties/risks to delivery?	<ul style="list-style-type: none"> Requirements for new road infrastructure to serve site (including the potential to provide a link across East Coast mainline to the A167) and mitigate impact on existing network. Existing highway capacity may necessitate careful phasing of development alongside improvements to the network. Need for community facilities, including schools, to be provided alongside development.
What are the main disadvantages of this option?	<ul style="list-style-type: none"> Provides limited support to rural settlements.
What mitigation measures would be required?	<ul style="list-style-type: none"> Masterplanning to ensure that new development is integrated into the landscape and connected to existing communities. Extensive new green infrastructure provision, protection and enhancement of the River Skerne corridor and enhanced countryside access. Control of drainage to reduce flood risk and protect the River Skerne. Protection of built and natural assets within the area. Highway improvements to accommodate additional traffic movements generated by development. Extension of public transport services, walking and cycling routes into site. Provision of appropriate community services and facilities to meet the needs of new residents and employers.

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

Table SDO2.2

Strategic Development Option 2: Assessment Summary	
1. Provides housing in rural areas? ⁽⁹⁾	
2. Provides housing in Darlington? ⁽⁹⁾	
3. Capable of delivery without the need for major new infrastructure?	
4. Likely to support delivery of major new infrastructure?	
5. Likely to support provision for employment? ⁽¹⁰⁾	
6. Avoids adverse impacts on designated nature conservation sites (including SPA/SAC/SSSI) ⁽¹¹⁾ ?	
7. Prevents the loss of excellent and very good agricultural land (grades 1 and 2)? ⁽¹²⁾	
8. Maximises the use of brownfield land?	
9. Reduces potential impacts on designated heritage assets and their settings? ⁽¹³⁾	
10. Minimises loss of Green Infrastructure?	
11. Avoids area at risk of flooding from all sources (Flood Zones 2 and 3)?	
12. Encourages access to employment and day-to-day services/facilities by walking and cycling, or public transport? ⁽¹⁴⁾	
13. Capable of providing new services and facilities to support growth?	
14. Enables a comprehensive approach to waste and water management, use of materials, renewable energy etc.? ⁽¹⁵⁾	
15. Capable of creating an attractive place to live and developing a cohesive community?	

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

Strategic Development Option 3: East Darlington

Table SDO3.1

Strategic Development Option 3: East Darlington		
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		
Pros	Cons	
<ul style="list-style-type: none">Will support existing facilities and services and has potential to encourage additional facilities/investment in improving existing facilities.Potential for mixed use development, including employment land.Ability to create balanced development with good access to jobs, shops and services.Area is well served by walking and cycle routes, including public rights of way.	<ul style="list-style-type: none">Limits housing provision in rural parts of the borough. As a result it would also deliver less affordable housing in rural areas.	
2. Develop vibrant and cohesive communities.		
Pros	Cons	
<ul style="list-style-type: none">Greater access to existing services and facilities due to proximity to Darlington town, including specialist facilities aimed at reducing social isolation.Potential for larger sites that should yield a higher proportion of affordable housing, a wider mix/range of market housing and supporting community facilities.Greater potential for access by public transport, walking, cycling.Access to local facilities by walking and cycling.Reasonable access to a wider range of cultural, leisure and recreational activities.Potential to make additional investment in local culture, leisure and recreational businesses more viable.	<ul style="list-style-type: none">Would deliver less affordable housing in rural areas making it more difficult to provide/support services in these areas.Provides limited support for rural services e.g. primary schools where numbers may be falling.	
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		
Pros	Cons	
<ul style="list-style-type: none">Good access to a range of health facilities and services in Darlington.Easier and more cost effective to expand existing health services in response to increased demand.Greater access to leisure and recreational activities in Darlington town.Greater opportunities to access jobs, shops and services by walking and cycling.Development should be a sufficient size to include health and education facilities, where required.Greater opportunity to encourage healthier travel options of walking and cycling, where safe routes exist.	<ul style="list-style-type: none">Potential to reduce air quality, and risk of noise and light pollution.Proximity to A66 may cause disturbance.	
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		
Pros	Cons	

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

<ul style="list-style-type: none"> Greater choice of accessible primary and secondary schools. Greater access to further education. Larger sites have greater potential to concentrate new demand for primary schooling in a single location which makes providing additional school places more cost effective and more easily delivered. Primary and secondary schools accessible by walking and cycling. Close to existing employment areas/town centre providing potential opportunities for apprenticeships, internships and work experience. 	<ul style="list-style-type: none"> Provides limited support for existing services in rural areas.
5. Improve the safety and security of people and property.	
Pros	Cons
<ul style="list-style-type: none"> Majority of area is within the 20% least deprived areas in the borough with regards to the Indices of Multiple Deprivation crime domain. 	<ul style="list-style-type: none"> None identified.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	
Pros	Cons
<ul style="list-style-type: none"> Close to existing major employment areas. Will lead to greater concentration of employment in the main urban area. Location is capable of delivering new employment development Opportunities to access existing employment opportunities by walking and cycling. Greater potential to support local business as larger numbers are located in main urban areas. Improved connectivity to other business markets through proximity to road/rail network. Potential to include employment sites attractive to the market. Able to provide employment sites closely linked to residential areas. In addition to supporting existing services and facilities, new development has the potential to encourage investment in new facilities and services. Potential to deliver new employment space to facilitate business expansion. Scale of development likely to make additional investment in local retail, cultural and leisure businesses more viable. 	<ul style="list-style-type: none"> Provides limited support for new economic growth in the rural parts of the district. Will lead to greater concentration of employment in the main urban area, less accessible to those living outside these areas.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	
Pros	Cons
<ul style="list-style-type: none"> Greater potential for access by public transport, walking and cycling. Good access to a range of local facilities by walking and cycling as well as other sustainable modes of travel. Potential for development to contribute to investment in safer cycling routes and encourage more cycling. Potential to contribute to highway capacity improvements in Darlington. Supports transport improvements along strategic routes. May lead to highway/safety/pedestrian/cycle improvements. 	<ul style="list-style-type: none"> Potential to increase road congestion in and around Darlington.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	
Pros	Cons

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

<ul style="list-style-type: none"> Potential for less use of polluting travel due to proximity/availability of services and facilities. Greater potential to adopt new more sustainable construction techniques. Will provide greater potential for use of Combined Heat and Power (CHP) and similar technologies if linked to adjacent employment areas. Larger development sites may offer opportunities to introduce facilities to support low carbon fuelled vehicles. 	<ul style="list-style-type: none"> New development will inevitably increase greenhouse gas emissions.
9. Make the most efficient use of land and resources.	
Pros	Cons
<ul style="list-style-type: none"> Greater ability to achieve higher densities without compromising amenity. Greater potential to re-use previously developed land (also known as brownfield land). Opportunities exist to re-use existing buildings. Less likely to involve the use of best and most versatile agricultural land. Efficient land use possible if a mix of appropriate densities employed. More efficient use of land - concentrated development requires less land to be set aside for infrastructure. 	<ul style="list-style-type: none"> Growth in this location would involve the development of greenfield land.
10. Minimise levels of noise, vibration, odour and light pollution.	
Pros	Cons
<ul style="list-style-type: none"> Potential for a balanced mix of homes, jobs, services that will reduce the need to travel. Good links to the strategic highway network without substantially increasing traffic through the settlement. 	<ul style="list-style-type: none"> Potential to increase traffic related noise and vibration in Darlington. Likely to lead to increased light pollution in urban areas. More likely that development will be close to sources of noise, vibration, odour and light pollution due to urban location.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	
Pros	Cons
<ul style="list-style-type: none"> Large scale development with potential to incorporate SUDs. 	<ul style="list-style-type: none"> Responding to extent of flood prone areas will reduce available land for development but not significantly.
12. Protect and enhance air and water quality and make efficient use of water.	
Pros	Cons
<ul style="list-style-type: none"> Greater potential to adopt new more sustainable construction techniques. Greater availability of sustainable transport has the potential to limit the level of pollution caused by additional vehicle movements. Potential to facilitate greater modal shift to less polluting options if development enables greater investment in alternatives. Potential to lead to lower increase in polluting travel where housing supports local workers. 	<ul style="list-style-type: none"> Greater potential to negatively affect air quality depending on mix of uses and activities. Area has potential for surface water and river flooding.

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

	<ul style="list-style-type: none"> Potential development sites in close proximity locally designated nature conservation site. New development and associated road infrastructure is likely to result in an increase in carbon emissions due to an increase in vehicular movements.
13. Protect and enhance biodiversity and geodiversity.	
Pros	Cons
<ul style="list-style-type: none"> Potential to improve access to the countryside for residents. 	<ul style="list-style-type: none"> Development may place recreational pressure on, and cause disturbance to, areas of nature conservation interest.
14. Protect and enhance green infrastructure of all types.	
Pros	Cons
<ul style="list-style-type: none"> Development on the edge of the settlements has potential to improve accessible green infrastructure to all residents. Provides an opportunity to improve the quality, extent and accessibility of green infrastructure in and around the settlement. 	<ul style="list-style-type: none"> None identified.
15. Protect and enhance the character and quality of Darlington's landscape.	
Pros	Cons
<ul style="list-style-type: none"> Extension of existing urban area. Potential to redefine settlement edges (woodland and/or tree cover) and improve their contribution to the wider landscape. Generally area of lower landscape sensitivity. 	<ul style="list-style-type: none"> None identified.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	
Pros	Cons
<ul style="list-style-type: none"> Development in this location would maintain the boroughs compact urban form, well related to the existing urban area. Less impact on setting of urban Conservation Areas. Less potential for impacts on the historic environment. 	<ul style="list-style-type: none"> Potential impact on the setting of a Scheduled Monument.
Strategic Development Option 3: Conclusions	
What are the main benefits of this option?	<ul style="list-style-type: none"> Good access to existing services and facilities in Darlington. Would help to support local facilities and services provided in this part of the town. Existing frequent public transport service in area. Proximity to strategic highway network. Well related to the town and existing employment areas in particular.

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

What are the uncertainties/risks to delivery?	<ul style="list-style-type: none"> • None identified.
What are the main disadvantages of this option?	<ul style="list-style-type: none"> • Provides limited support to rural settlements.
What mitigation measures would be required?	<ul style="list-style-type: none"> • Cycle improvements to the town centre. • Provision of appropriate community services and facilities to meet the needs of new residents and employers. • Potential extension of public transport services into new development • Protection of built and natural assets within the area. • Avoidance of areas at risk of flooding.

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

Table SDO3.2

Strategic Development Option 3: Assessment Summary	
1. Provides housing in rural areas? ⁽⁹⁾	
2. Provides housing in Darlington? ⁽⁸⁾	
3. Capable of delivery without the need for major new infrastructure?	
4. Likely to support delivery of major new infrastructure?	
5. Likely to support provision for employment? ⁽¹⁰⁾	
6. Avoids adverse impacts on designated nature conservation sites (including SPA/SAC/SSSS ⁽¹¹⁾)?	
7. Prevents the loss of excellent and very good agricultural land (grades 1 and 2)? ⁽¹²⁾	
8. Maximises the use of brownfield land?	
9. Reduces potential impacts on designated heritage assets and their settings? ⁽¹³⁾	
10. Minimises loss of Green Infrastructure?	
11. Avoids area at risk of flooding from all sources (Flood Zones 2 and 3)?	
12. Encourages access to employment and day-to-day services/facilities by walking and cycling, or public transport? ⁽¹⁴⁾	
13. Capable of providing new services and facilities to support growth?	
14. Enables a comprehensive approach to waste and water management, use of materials, renewable energy etc.? ⁽¹⁵⁾	
15. Capable of creating an attractive place to live and developing a cohesive community?	

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

Strategic Development Option 4: South Darlington

Table SDO4.1

Strategic Development Option 4: South Darlington		
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.		
Pros	Cons	
<ul style="list-style-type: none"> • Opportunity to create well balanced development – reasonably close to jobs, shops and services. • Area is reasonably well served by walking and cycle routes, including public rights of way. 	<ul style="list-style-type: none"> • Limits housing provision in rural parts of the borough. As a result it would also deliver less affordable housing in rural areas. • Provides limited support for services in rural parts of the borough. 	
2. Develop vibrant and cohesive communities.		
Pros	Cons	
<ul style="list-style-type: none"> • Some potential for larger sites that should yield a higher proportion of affordable housing, a wider mix/range of market housing and supporting community facilities. • Facilities and services to reduce social isolation exist in Darlington. • Access to local facilities by walking and cycling. • Will support existing facilities and has potential to encourage additional facilities. • Reasonable access to a wider range of cultural, leisure and recreational activities. 	<ul style="list-style-type: none"> • Would deliver less affordable housing in rural areas making it more difficult to provide/support services in these areas. • Unlikely to meet affordable housing needs within Darlington and the smaller villages. • Provides limited support for rural services e.g. primary schools where numbers may be falling. • Some parts of South Darlington are more isolated from the main urban area due the barrier created by the railway lines. 	
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.		
Pros	Cons	
<ul style="list-style-type: none"> • Good access to a range of health facilities and services in Darlington. • Easier and more cost effective to expand existing health services in response to increased demand. • Greater access to leisure and recreational activities in Darlington town. • Opportunities to access jobs, shops and services by healthy travel modes (walking and cycling). • Potential to encourage healthy lifestyles through easier access to the countryside. • Area is well served by open space and recreational facilities. 	<ul style="list-style-type: none"> • Potential to reduce air quality, and risk of noise and light pollution. • Proximity to A66 may cause disturbance. 	
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.		
Pros	Cons	

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

<ul style="list-style-type: none"> Greater choice of accessible primary and secondary schools. Greater access to further education. Primary and secondary schools accessible by walking and cycling. Close to existing employment areas providing potential opportunities for apprenticeships, internships and work experience. 	<ul style="list-style-type: none"> Provides limited support for existing services in rural areas.
5. Improve the safety and security of people and property.	
Pros	Cons
<ul style="list-style-type: none"> Larger sites would make it easier to incorporate designing out crime principles. There are no major hazard sites in the area. 	<ul style="list-style-type: none"> None identified.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	
Pros	Cons
<ul style="list-style-type: none"> Close to existing major employment areas. Will lead to greater concentration of employment in the main urban area. Location is capable of delivering new employment development. Opportunities to access existing employment opportunities by walking and cycling. Greater potential to support local business as larger numbers are located in main urban areas. Improved connectivity to other business markets through proximity to road/rail network. Potential to include employment sites attractive to the market. Able to provide employment sites closely linked to residential areas. Potential to deliver new employment space to facilitate business expansion. 	<ul style="list-style-type: none"> Provides limited support for new economic growth in the rural parts of the district. Will lead to greater concentration of employment in the main urban area, less accessible to those living outside these areas.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	
Pros	Cons
<ul style="list-style-type: none"> Good access to a range of local facilities by walking and cycling as well as other sustainable modes of travel. Reduced need to travel longer distances to access services. Potential for development to contribute to investment in safer cycling routes and encourage more cycling. There may be scope for improvements to public transport that would encourage more sustainable travel. Potential to contribute to highway capacity improvements in Darlington. Supports transport improvements along strategic routes. May lead to highway/safety/pedestrian/cycle improvements. 	<ul style="list-style-type: none"> Potential to increase road congestion in and around Darlington. The severance caused by railway lines to some parts of South Darlington may reduce the attractiveness of walking, cycling and public transport as choices of travel.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	
Pros	Cons
<ul style="list-style-type: none"> Greater potential to adopt new more sustainable construction techniques. Easier to incorporate building practices and materials that reduce energy use. Larger development sites may offer opportunities to introduce facilities to support low carbon fuelled vehicles. 	<ul style="list-style-type: none"> A more dispersed pattern of growth is less likely to provide sufficient critical mass to support CHP. New development will inevitably increase greenhouse gas emissions.

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9. Make the most efficient use of land and resources.	
Pros	Cons
<ul style="list-style-type: none"> Greater ability to achieve higher densities without compromising amenity. Less likely to involve the use of best and most versatile agricultural land. Efficient land use possible if a mix of appropriate densities employed. More efficient use of land - concentrated development requires less land to be set aside for infrastructure. 	<ul style="list-style-type: none"> Growth in this location would involve the development of greenfield land. Less potential to re-use previously developed land (also known as brownfield land). Limited opportunity for the re-use of existing buildings.
10. Minimise levels of noise, vibration, odour and light pollution.	
Pros	Cons
<ul style="list-style-type: none"> Potential for a balanced mix of homes, jobs, services that will reduce the need to travel. Reasonable links to the strategic highway network without substantially increasing traffic through the settlement. 	<ul style="list-style-type: none"> Potential to increase traffic related noise and vibration in Darlington. Likely to lead to increased light pollution in urban areas More likely that development will be close to sources of noise, vibration, odour and light pollution due to urban location.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	
Pros	Cons
<ul style="list-style-type: none"> Generally avoids areas at risk to flooding. Potential to incorporate SUDs. 	<ul style="list-style-type: none"> None identified.
12. Protect and enhance air and water quality and make efficient use of water.	
Pros	Cons
<ul style="list-style-type: none"> Greater potential to adopt new more sustainable construction techniques. Potential to facilitate greater modal shift to less polluting options if development enables greater investment in alternatives. 	<ul style="list-style-type: none"> Greater potential to negatively affect air quality. Potential development sites are in close proximity a locally designated nature conservation sites. New development and associated road infrastructure is likely to result in an increase in carbon emissions due to an increase in vehicular movements.
13. Protect and enhance biodiversity and geodiversity.	
Pros	Cons
<ul style="list-style-type: none"> Potential to provide good access to the natural environment. Potential to provide improved access to the countryside for residents. 	<ul style="list-style-type: none"> Development may place recreational pressure on, and cause disturbance to, areas of nature conservation interest.

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

14. Protect and enhance green infrastructure of all types.	
Pros	Cons
<ul style="list-style-type: none"> Development on the edge of the settlements has potential to improve accessible green infrastructure to all residents. Provides an opportunity to improve the quality, extent and accessibility of green infrastructure in and around the settlement. 	<ul style="list-style-type: none"> Dispersed nature of sites available provides less opportunity to provide significant improvements to green infrastructure network in the village.
15. Protect and enhance the character and quality of Darlington's landscape.	
Pros	Cons
<ul style="list-style-type: none"> Extension of existing urban area. Provides an opportunity to redefine the edges of settlements to improve integration with the countryside. Generally area of lower landscape sensitivity. 	<ul style="list-style-type: none"> None identified.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	
Pros	Cons
<ul style="list-style-type: none"> Development in this location would maintain the boroughs compact urban form, well related to the existing urban area. Less impact on setting of rural/urban Conservation Areas. Less potential for impacts on the historic environment. 	<ul style="list-style-type: none"> None identified.
Strategic Development Option 4: Conclusions	
What are the main benefits of this option?	<ul style="list-style-type: none"> Good access to existing services and facilities in Darlington. Would help to support local facilities and services provided in this part of the town. Existing frequent public transport service in area. Proximity to strategic highway network. Well related to the town and existing employment areas.
What are the uncertainties/risks to delivery?	<ul style="list-style-type: none"> None identified.
What are the main disadvantages of this option?	<ul style="list-style-type: none"> Generally smaller, more dispersed sites available, with limited opportunities to plan development strategically. The A66 creates a significant boundary to development south of the major road, clearly marking the extent of the urban area. Provides limited support to rural settlements.
What mitigation measures would be required?	<ul style="list-style-type: none"> Reduce the severance caused by the railway line to parts of the area. Cycle improvements to town centre. Highway improvements to accommodate additional traffic movements generated by development. Protection of built and natural assets within the area. Providing a sufficient landscape buffer to the A66.

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

Table SDO4.2

Strategic Development Option 4: Assessment Summary	
1. Provides housing in rural areas? ⁽⁹⁾	
2. Provides housing in Darlington? ⁽⁹⁾	
3. Capable of delivery without the need for major new infrastructure?	
4. Likely to support delivery of major new infrastructure?	
5. Likely to support provision for employment? ⁽¹⁰⁾	
6. Avoids adverse impacts on designated nature conservation sites (including SPA/SAC/SSSI) ⁽¹¹⁾ ?	
7. Prevents the loss of excellent and very good agricultural land (grades 1 and 2)? ⁽¹²⁾	
8. Maximises the use of brownfield land?	
9. Reduces potential impacts on designated heritage assets and their settings? ⁽¹³⁾	
10. Minimises loss of Green Infrastructure?	
11. Avoids area at risk of flooding from all sources (Flood Zones 2 and 3)?	
12. Encourages access to employment and day-to-day services/facilities by walking and cycling, or public transport? ⁽¹⁴⁾	
13. Capable of providing new services and facilities to support growth?	
14. Enables a comprehensive approach to waste and water management, use of materials, renewable energy etc.? ⁽¹⁵⁾	
15. Capable of creating an attractive place to live and developing a cohesive community?	

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

Strategic Development Option 5: South West Darlington

Table SDO5.1

Strategic Development Option 6: Central Darlington	
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	
Pros	Cons
<ul style="list-style-type: none"> • Would increase the residential population close to the town centre. • Would support existing facilities and services in the town centre and has potential to encourage additional facilities/investment in improving existing facilities. • Potential for mixed use development, including employment land. • Ability to create balanced development with excellent access to jobs, shops and services. • Area is well served by walking and cycle routes, including public rights of way. • Potential for higher development densities. 	<ul style="list-style-type: none"> • Limits housing provision in rural parts of the borough. As a result it would also deliver less affordable housing in rural areas. • Provides limited support for services in rural parts of the borough. • Possible uncertainties to delivery due to the availability, viability and deliverability of sites. • Level of potential affordable housing provision likely to be reduced by site viability depending on site conditions. • Potential lack of sufficient developer interest. • Likely to require a greater number of smaller sites. This brings a greater uncertainty over delivery. • Will be likely to need council commitment beyond the end of the plan period. • Risk to delivery of housing if led by a small number of developers and economic conditions change or market aspirations are not met. • Unlikely that this option will provide enough land to meet the housing needs over the plan period.
2. Develop vibrant and cohesive communities.	
Pros	Cons
<ul style="list-style-type: none"> • Excellent access to existing services and facilities due to proximity to Darlington town. • Greater access to services and facilities, including specialist facilities aimed at reducing social isolation. • Would provide housing in areas with existing strong communities - potential to encourage greater participation. • Excellent access to a wider range of cultural, leisure and recreational activities. • Greater potential for access by public transport, walking, cycling. • Will support existing facilities and has potential to encourage additional facilities. • May support improvements to existing activities, venues etc., although the level of development may not be enough to make investment viable. 	<ul style="list-style-type: none"> • Would deliver less affordable housing in rural areas making it more difficult to provide/support services in these areas. • Level of potential affordable housing provision likely to be reduced by site viability depending on site conditions. • A greater use of smaller sites may be less likely to deliver a wide mix of market housing types and sizes. • Reduced ability to fund infrastructure improvements if development is below a critical mass.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	

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Pros	Cons
<ul style="list-style-type: none"> Excellent access to health facilities. Easier and more cost effective to expand existing health services in response to increased demand. Will provide investment in an area in need of regeneration, improving the local built and natural environment. Excellent access to leisure and recreational activities in the town centre. Excellent opportunities to access jobs, shops and services by walking and cycling. Provides support to existing local health facilities and services. Opportunities to access some jobs, shops and services by healthy travel modes (walking and cycling). Area is well served by open space and recreational facilities. 	<ul style="list-style-type: none"> Potential to reduce air quality, and greater risk of noise and light pollution. There is poor access to the countryside.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	
Pros	Cons
<ul style="list-style-type: none"> Excellent choice of accessible primary and secondary schools. Excellent access to further education. Primary and secondary schools accessible by walking and cycling. Close to existing employment areas/town centre providing potential opportunities for apprenticeships, internships and work experience. Location next to the town centre opens up a range of opportunities for employment and easy access to public transport to opportunities elsewhere. 	<ul style="list-style-type: none"> Provides limited support for existing services in rural areas.
5. Improve the safety and security of people and property.	
Pros	Cons
<ul style="list-style-type: none"> There are no major hazard sites in the area. 	<ul style="list-style-type: none"> Majority of area is within the 20% most deprived areas in the borough with regards to the Indices of Multiple Deprivation crime domain.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	
Pros	Cons
<ul style="list-style-type: none"> Close to existing major employment areas. Will lead to greater concentration of employment in the main urban area. Location is capable of delivering new employment development close to the town centre. Opportunities to access existing employment opportunities by walking and cycling. Greater potential to support local business as larger numbers are located in main urban areas. Improved connectivity to other business markets through proximity to road/rail network. Greater potential for mixed use sites that provide employment. Potential for employment sites with good road links to strategic highway network and to public transport options. Potential to deliver live/work units in desirable locations. Potential to include employment sites attractive to the market. Able to provide employment sites closely linked to residential areas. 	<ul style="list-style-type: none"> Provides limited support for new economic growth in the rural parts of the district. Provides limited support for employment opportunities away from strategic transport corridors. Could result in pressure to release existing employment land for housing.

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<ul style="list-style-type: none"> • May support investment to improve rail services and infrastructure. • In addition to supporting existing services and facilities, new development has the potential to encourage investment in new facilities and services. 	
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	
Pros	Cons
<ul style="list-style-type: none"> • Excellent access to public transport, walking and cycling facilities and services. • Excellent access day to day services and employment opportunities by walking and cycling. • Reduced need to travel longer distances to access services and employment. • Potential to contribute to highway capacity improvements in Darlington. • May lead to highway/safety/pedestrian/cycle improvements. • Greater potential to secure external funding for transport improvements that also realise benefits for the wider community. • Good access to train station. • Potential to support business case for securing investment to improve rail infrastructure and services. 	<ul style="list-style-type: none"> • Potential to increase road congestion in Darlington town centre.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	
Pros	Cons
<ul style="list-style-type: none"> • Potential for less use of polluting travel due to proximity/availability of services and facilities. • Greater potential to adopt new more sustainable construction techniques. • Easier to incorporate building practices and materials that reduce energy use. 	<ul style="list-style-type: none"> • Smaller sites are likely to offer fewer opportunities to introduce facilities to support low carbon fuelled vehicles. • New development will inevitably increase greenhouse gas emissions.
9. Make the most efficient use of land and resources.	
Pros	Cons
<ul style="list-style-type: none"> • Greater ability to achieve higher densities without compromising amenity. • Greater potential to re-use of previously developed land (also known as brownfield land). • Potential to re-use and remediate contaminated land. • Less likely to involve the use of best and most versatile agricultural land. • Efficient land use possible if a mix of appropriate densities employed. • Opportunities exist to re-use existing buildings. 	<ul style="list-style-type: none"> • None identified.
10. Minimise levels of noise, vibration, odour and light pollution.	
Pros	Cons
<ul style="list-style-type: none"> • Potential for a balanced mix of homes, jobs, services that will reduce the need to travel. 	<ul style="list-style-type: none"> • Potential to increase traffic related noise and vibration in Darlington town centre.

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	<ul style="list-style-type: none"> • Likely to lead to increased light pollution in urban areas. • More likely that development will be close to sources of noise, vibration, odour and light pollution due to urban location.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	
Pros	Cons
<ul style="list-style-type: none"> • Potential to incorporate SUDs. 	<ul style="list-style-type: none"> • Responding to extent of flood prone areas may limit available land for development.
12. Protect and enhance air and water quality and make efficient use of water.	
Pros	Cons
<ul style="list-style-type: none"> • Greater potential to adopt new more sustainable construction techniques. • Potential for less use of polluting travel. • Excellent access employment, day to day shopping and facilities/services by walking and cycling, thereby minimising the use of more polluting forms of travel. • Potential to lead to lower increase in polluting travel where housing supports local workers. • Greater availability of sustainable transport has the potential to limit the level of pollution caused by additional vehicle movements. 	<ul style="list-style-type: none"> • Area has potential for surface water and river flooding. • Potential development sites are in close proximity locally designated nature conservation sites. • New development and associated road infrastructure is likely to result in an increase in carbon emissions due to an increase in vehicular movements.
13. Protect and enhance biodiversity and geodiversity.	
Pros	Cons
<ul style="list-style-type: none"> • Potential to provide good access to the natural environment and provided enhancements to the course of the River Skerne through the town centre. • Potential to increase green space in the town centre. 	<ul style="list-style-type: none"> • Potential for local highway capacity improvements to have negative ecological impacts. • Development may place recreational pressure on, and cause disturbance to, areas of nature conservation interest.
14. Protect and enhance green infrastructure of all types.	
Pros	Cons
<ul style="list-style-type: none"> • Provides an opportunity to improve the quality, extent and accessibility of green infrastructure in the area. 	<ul style="list-style-type: none"> • None identified.
15. Protect and enhance the character and quality of Darlington's landscape.	
Pros	Cons
<ul style="list-style-type: none"> • Regeneration of an existing urban area. 	<ul style="list-style-type: none"> • None identified.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	

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Pros		Cons
<ul style="list-style-type: none"> Development in this location would maintain the boroughs compact urban form, well related to the existing urban area. May offer encouragement/support for the re-use of vacant heritage buildings. 		<ul style="list-style-type: none"> Potential impacts on the Town Centre and Northgate Conservation Areas. Potential impact on listed buildings within the area.
Strategic Development Option 6: Conclusions		
What are the main benefits of this option?	<ul style="list-style-type: none"> Close to services and employment opportunities in the town centre. Would help to support local facilities and services provided in the town centre. Capable of delivering a mix of uses. Proximity to a choice of sustainable modes of transport, including bus and rail facilities. Development would regenerate parts of the town centre, providing much needed investment. Development could improve the green infrastructure network within the town centre, including the River Skerne. 	
What are the uncertainties/risks to delivery?	<ul style="list-style-type: none"> Potential risk of flooding from the River Skerne. Potential for contamination and other site specific constraints will reduce development viability on some sites. 	
What are the main disadvantages of this option?	<ul style="list-style-type: none"> Uncertainties over site availability and deliverability on some sites. Relatively small site sizes without efforts made to assimilate sites. Could result in pressure to release existing employment sites for housing. 	
What mitigation measures would be required?	<ul style="list-style-type: none"> Flood alleviation where necessary. Highway improvements to accommodate additional traffic generated by development. Protecting built and natural assets in the area. 	

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

Table SDO5.2

Strategic Development Option 6: Assessment Summary	
1. Provides housing in rural areas ⁽⁹⁾	
2. Provides housing in Darlington? ⁽⁸⁾	
3. Capable of delivery without the need for major new infrastructure?	
4. Likely to support delivery of major new infrastructure?	
5. Likely to support provision for employment? ⁽¹⁰⁾	
6. Avoids adverse impacts on designated nature conservation sites (including SPA/SAC/SSSI ⁽¹¹⁾)?	
7. Prevents the loss of excellent and very good agricultural land (grades 1 and 2)? ⁽¹²⁾	
8. Maximises the use of brownfield land?	
9. Reduces potential impacts on designated heritage assets and their settings? ⁽¹³⁾	
10. Minimises loss of Green Infrastructure?	
11. Avoids area at risk of flooding from all sources (Flood Zones 2 and 3)?	
12. Encourages access to employment and day-to-day services/facilities by walking and cycling, or public transport? ⁽¹⁴⁾	
13. Capable of providing new services and facilities to support growth?	
14. Enables a comprehensive approach to waste and water management, use of materials, renewable energy etc.? ⁽¹⁵⁾	
15. Capable of creating an attractive place to live and developing a cohesive community?	

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Strategic Development Option 6: Central Darlington

Table SDO6.1

Strategic Development Option 6: Central Darlington	
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	
Pros	Cons
<ul style="list-style-type: none"> • Would increase the residential population close to the town centre. • Would support existing facilities and services in the town centre and has potential to encourage additional facilities/investment in improving existing facilities. • Potential for mixed use development, including employment land. • Ability to create balanced development with excellent access to jobs, shops and services. • Area is well served by walking and cycle routes, including public rights of way. • Potential for higher development densities. 	<ul style="list-style-type: none"> • Limits housing provision in rural parts of the borough. As a result it would also deliver less affordable housing in rural areas. • Provides limited support for services in rural parts of the borough. • Possible uncertainties to delivery due to the availability, viability and deliverability of sites. • Level of potential affordable housing provision likely to be reduced by site viability depending on site conditions. • Potential lack of sufficient developer interest. • Likely to require a greater number of smaller sites. This brings a greater uncertainty over delivery. • Will be likely to need council commitment beyond the end of the plan period. • Risk to delivery of housing if led by a small number of developers and economic conditions change or market aspirations are not met. • Unlikely that this option will provide enough land to meet the housing needs over the plan period.
2. Develop vibrant and cohesive communities.	
Pros	Cons
<ul style="list-style-type: none"> • Excellent access to existing services and facilities due to proximity to Darlington town. • Greater access to services and facilities, including specialist facilities aimed at reducing social isolation. • Would provide housing in areas with existing strong communities - potential to encourage greater participation. • Excellent access to a wider range of cultural, leisure and recreational activities. • Greater potential for access by public transport, walking, cycling. • Will support existing facilities and has potential to encourage additional facilities. • May support improvements to existing activities, venues etc., although the level of development may not be enough to make investment viable. 	<ul style="list-style-type: none"> • Would deliver less affordable housing in rural areas making it more difficult to provide/support services in these areas. • Level of potential affordable housing provision likely to be reduced by site viability depending on site conditions. • A greater use of smaller sites may be less likely to deliver a wide mix of market housing types and sizes. • Reduced ability to fund infrastructure improvements if development is below a critical mass.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	

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Pros	Cons
<ul style="list-style-type: none"> Excellent access to health facilities. Easier and more cost effective to expand existing health services in response to increased demand. Will provide investment in an area in need of regeneration, improving the local built and natural environment. Excellent access to leisure and recreational activities in the town centre. Excellent opportunities to access jobs, shops and services by walking and cycling. Provides support to existing local health facilities and services. Opportunities to access some jobs, shops and services by healthy travel modes (walking and cycling). Area is well served by open space and recreational facilities. 	<ul style="list-style-type: none"> Potential to reduce air quality, and greater risk of noise and light pollution. There is poor access to the countryside.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	
Pros	Cons
<ul style="list-style-type: none"> Excellent choice of accessible primary and secondary schools. Excellent access to further education. Primary and secondary schools accessible by walking and cycling. Close to existing employment areas/town centre providing potential opportunities for apprenticeships, internships and work experience. Location next to the town centre opens up a range of opportunities for employment and easy access to public transport to opportunities elsewhere. 	<ul style="list-style-type: none"> Provides limited support for existing services in rural areas.
5. Improve the safety and security of people and property.	
Pros	Cons
<ul style="list-style-type: none"> There are no major hazard sites in the area. 	<ul style="list-style-type: none"> Majority of area is within the 20% most deprived areas in the borough with regards to the Indices of Multiple Deprivation crime domain.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	
Pros	Cons
<ul style="list-style-type: none"> Close to existing major employment areas. Will lead to greater concentration of employment in the main urban area. Location is capable of delivering new employment development close to the town centre. Opportunities to access existing employment opportunities by walking and cycling. Greater potential to support local business as larger numbers are located in main urban areas. Improved connectivity to other business markets through proximity to road/rail network. Greater potential for mixed use sites that provide employment. Potential for employment sites with good road links to strategic highway network and to public transport options. Potential to deliver live/work units in desirable locations. Potential to include employment sites attractive to the market. Able to provide employment sites closely linked to residential areas. 	<ul style="list-style-type: none"> Provides limited support for new economic growth in the rural parts of the district. Provides limited support for employment opportunities away from strategic transport corridors. Could result in pressure to release existing employment land for housing.

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<ul style="list-style-type: none"> May support investment to improve rail services and infrastructure. In addition to supporting existing services and facilities, new development has the potential to encourage investment in new facilities and services. 	
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	
Pros	Cons
<ul style="list-style-type: none"> Excellent access to public transport, walking and cycling facilities and services. Excellent access day to day services and employment opportunities by walking and cycling. Reduced need to travel longer distances to access services and employment. Potential to contribute to highway capacity improvements in Darlington. May lead to highway/safety/pedestrian/cycle improvements. Greater potential to secure external funding for transport improvements that also realise benefits for the wider community. Good access to train station. Potential to support business case for securing investment to improve rail infrastructure and services. 	<ul style="list-style-type: none"> Potential to increase road congestion in Darlington town centre.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	
Pros	Cons
<ul style="list-style-type: none"> Potential for less use of polluting travel due to proximity/availability of services and facilities. Greater potential to adopt new more sustainable construction techniques. Easier to incorporate building practices and materials that reduce energy use. 	<ul style="list-style-type: none"> Smaller sites are likely to offer fewer opportunities to introduce facilities to support low carbon fuelled vehicles. New development will inevitably increase greenhouse gas emissions.
9. Make the most efficient use of land and resources.	
Pros	Cons
<ul style="list-style-type: none"> Greater ability to achieve higher densities without compromising amenity. Greater potential to re-use of previously developed land (also known as brownfield land). Potential to re-use and remediate contaminated land. Less likely to involve the use of best and most versatile agricultural land. Efficient land use possible if a mix of appropriate densities employed. Opportunities exist to re-use existing buildings. 	<ul style="list-style-type: none"> None identified.
10. Minimise levels of noise, vibration, odour and light pollution.	
Pros	Cons
<ul style="list-style-type: none"> Potential for a balanced mix of homes, jobs, services that will reduce the need to travel. 	<ul style="list-style-type: none"> Potential to increase traffic related noise and vibration in Darlington town centre.

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	<ul style="list-style-type: none"> • Likely to lead to increased light pollution in urban areas. • More likely that development will be close to sources of noise, vibration, odour and light pollution due to urban location.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	
Pros	Cons
<ul style="list-style-type: none"> • Potential to incorporate SUDs. 	<ul style="list-style-type: none"> • Responding to extent of flood prone areas may limit available land for development.
12. Protect and enhance air and water quality and make efficient use of water.	
Pros	Cons
<ul style="list-style-type: none"> • Greater potential to adopt new more sustainable construction techniques. • Potential for less use of polluting travel. • Excellent access employment, day to day shopping and facilities/services by walking and cycling, thereby minimising the use of more polluting forms of travel. • Potential to lead to lower increase in polluting travel where housing supports local workers. • Greater availability of sustainable transport has the potential to limit the level of pollution caused by additional vehicle movements. 	<ul style="list-style-type: none"> • Area has potential for surface water and river flooding. • Potential development sites are in close proximity locally designated nature conservation sites. • New development and associated road infrastructure is likely to result in an increase in carbon emissions due to an increase in vehicular movements.
13. Protect and enhance biodiversity and geodiversity.	
Pros	Cons
<ul style="list-style-type: none"> • Potential to provide good access to the natural environment and provided enhancements to the course of the River Skerne through the town centre. • Potential to increase green space in the town centre. 	<ul style="list-style-type: none"> • Potential for local highway capacity improvements to have negative ecological impacts. • Development may place recreational pressure on, and cause disturbance to, areas of nature conservation interest.
14. Protect and enhance green infrastructure of all types.	
Pros	Cons
<ul style="list-style-type: none"> • Provides an opportunity to improve the quality, extent and accessibility of green infrastructure in the area. 	<ul style="list-style-type: none"> • None identified.
15. Protect and enhance the character and quality of Darlington's landscape.	
Pros	Cons
<ul style="list-style-type: none"> • Regeneration of an existing urban area. 	<ul style="list-style-type: none"> • None identified.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	

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Pros	Cons
<ul style="list-style-type: none"> Development in this location would maintain the boroughs compact urban form, well related to the existing urban area. May offer encouragement/support for the re-use of vacant heritage buildings. 	<ul style="list-style-type: none"> Potential impacts on the Town Centre and Northgate Conservation Areas. Potential impact on listed buildings within the area.
Strategic Development Option 6: Conclusions	
What are the main benefits of this option?	<ul style="list-style-type: none"> Close to services and employment opportunities in the town centre. Would help to support local facilities and services provided in the town centre. Capable of delivering a mix of uses. Proximity to a choice of sustainable modes of transport, including bus and rail facilities. Development would regenerate parts of the town centre, providing much needed investment. Development could improve the green infrastructure network within the town centre, including the River Skerne.
What are the uncertainties/risks to delivery?	<ul style="list-style-type: none"> Potential risk of flooding from the River Skerne. Potential for contamination and other site specific constraints will reduce development viability on some sites.
What are the main disadvantages of this option?	<ul style="list-style-type: none"> Uncertainties over site availability and deliverability on some sites. Relatively small site sizes without efforts made to assimilate sites. Could result in pressure to release existing employment sites for housing.
What mitigation measures would be required?	<ul style="list-style-type: none"> Flood alleviation where necessary. Highway improvements to accommodate additional traffic generated by development. Protecting built and natural assets in the area.

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

Table SDO6.2

Strategic Development Option 6: Assessment Summary	
1. Provides housing in rural areas? ⁽⁹⁾	
2. Provides housing in Darlington? ⁽⁸⁾	
3. Capable of delivery without the need for major new infrastructure?	
4. Likely to support delivery of major new infrastructure?	
5. Likely to support provision for employment? ⁽¹⁰⁾	
6. Avoids adverse impacts on designated nature conservation sites (including SPA/SAC/SSSI) ⁽¹¹⁾ ?	
7. Prevents the loss of excellent and very good agricultural land (grades 1 and 2)? ⁽¹²⁾	
8. Maximises the use of brownfield land?	
9. Reduces potential impacts on designated heritage assets and their settings? ⁽¹³⁾	
10. Minimises loss of Green Infrastructure?	
11. Avoids area at risk of flooding from all sources (Flood Zones 2 and 3)?	
12. Encourages access to employment and day-to-day services/facilities by walking and cycling, or public transport? ⁽¹⁴⁾	
13. Capable of providing new services and facilities to support growth?	
14. Enables a comprehensive approach to waste and water management, use of materials, renewable energy etc.? ⁽¹⁵⁾	
15. Capable of creating an attractive place to live and developing a cohesive community?	

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Strategic Development Option 7: Create a new settlement to the West of the A1(M)

Table SDO7.1

Strategic Development Option 7: Create a new settlement to the West of the A1(M)	
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	
Pros	Cons
<ul style="list-style-type: none"> • Sufficient land is being promoted in this area to enable mixed use development at a strategic scale. • Provides housing reasonably close to the A1(M) potentially attractive to the market. • Larger scale development will necessitate on site provision to meet all day to day needs as part of the development. • Potential for mixed use development, including employment land. • Could potentially meet some of the housing needs on the west side of the borough. 	<ul style="list-style-type: none"> • Limits housing provision in existing rural settlements. As a result it would also deliver less affordable housing in these settlements. • There are very few existing services and facilities in the area to support growth, at least in the short term needs would have to be met in existing larger centres and villages. • Provides limited support for services in rural parts of the borough. • Limited provision for needs in the main urban area of Darlington. • Potential lack of sufficient developer interest. • Delivery will be very long term. In the short term few dwellings completed will create pressure to develop in other areas, while in long term will restrict delivery of housing in other parts of the borough. • Will be likely to need council commitment beyond the end of the plan period. • Limited access to services and facilities. • A new settlement near to the A1(M) has the potential to import a significant proportion of residents from outside the district. • Area is not particularly well served by walking and cycle routes.
2. Develop vibrant and cohesive communities.	
Pros	Cons
<ul style="list-style-type: none"> • Potential for larger sites to yield a higher proportion of affordable housing and a wider range of market housing types and sizes. • Potential for larger scale development would make it easier to provide for specific specialist housing needs (e.g. extra care housing). • Scale of potential development more likely to support provision of new community facilities and services as part of development. 	<ul style="list-style-type: none"> • Would deliver less affordable housing in existing rural settlements making it more difficult to provide/support services in these settlements. • Could potentially reduce the viability of facilities in existing villages in the area by delivering competing facilities. • Does not meet housing needs in urban areas - particular impact on disadvantaged groups, including those in affordable housing need. • Remote from services aimed at reducing social isolation. • No established community infrastructure (social and physical) - additional investment would be required. • Potential for relatively high levels of newcomers to the Borough - may have different views to existing populations that result in social tensions. • Low or limited historical/ emotional connection to the area could be a barrier to participation.

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	<ul style="list-style-type: none"> • Social isolation could be high in the early phases of development. A risk of enduring isolation if the full settlement is not realised. • Limited access by non-car means to settlements with a wider range of facilities both within and beyond the borough. • Need to ensure delivery of a wide range of community, leisure and recreation facilities (including most day-to-day needs) will impact on short-term viability. • During the early stages of delivery most activities are likely to necessitate travelling to other settlements by car resulting in increased congestion.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	
Pros	Cons
<ul style="list-style-type: none"> • Development should be a sufficient size to include health and education facilities, as required. • Potential to encourage healthy lifestyles through easier access to the countryside. 	<ul style="list-style-type: none"> • The area currently has no, or severely limited, health services. • Potential to reduce air quality, and greater risk of noise and light pollution. • Potential to put additional pressure on rural health services in the short term. • Will reduce investment in areas in need of regeneration, making improvements less likely. • Currently poor public transport access to health provision.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	
Pros	Cons
<ul style="list-style-type: none"> • Potential to support local/rural primary schools in the short term and provide new education facilities in the long term to meet the needs of the settlement as it develops. 	<ul style="list-style-type: none"> • Will to cause increased travelling to access primary schools, secondary schools, further education and employers offering apprenticeships. • Travel costs for young people and those on low wages to access education may be expensive and limit take up of further education. • Even with new school provision, there will be potential for increased travelling in order to attend the existing established popular schools across the borough. • No secondary school or higher education provision within the settlement but facilities available in Darlington. • A new settlement would require entirely new education facilities to be provided alongside development in a phased manner.
5. Improve the safety and security of people and property.	
Pros	Cons
<ul style="list-style-type: none"> • A new settlement would require masterplanning. Masterplanning would make it easier to incorporate designing out crime principles. 	<ul style="list-style-type: none"> • Would potentially need new facilities and investment to enable the emergency services to sufficiently serve the new settlement.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	
Pros	Cons

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<ul style="list-style-type: none"> Location is capable of delivering new employment development. Potential to provide access to employment opportunities in nearby towns and larger settlements. Potential to deliver live/work units in desirable locations. Provided suitable employment land can be identified, this could improve the geographic distribution of jobs in the borough. Could potentially provide support for new economic growth in the rural parts of the district. 	<ul style="list-style-type: none"> Reduces ability to attract interest/investment in employment areas in Darlington. Without public transport connectivity, employment areas would only be accessible to those living elsewhere if they have a car.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	
Pros	Cons
<ul style="list-style-type: none"> None identified. 	<ul style="list-style-type: none"> Potential to increase road congestion in the west of the Borough. Currently poor access by non-car means – new public transport, walking and cycling facilities would need to be provided alongside development in a phased manner. No guarantee as to the quality of the public transport service that could be provided to a new settlement over the short and long term. Likely to have a significant impact on the local highway network requiring substantial intervention and improvement. Likely to increase congestion on roads through nearby villages. Proximity to A1(M) could make it an attractive location for commuting by car to locations across the north east of England. Disperses potential new bus passengers across the borough limiting the viability of improvements to existing services.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	
Pros	Cons
<ul style="list-style-type: none"> A large concentrated development will provide greater potential for use of Combined Heat and Power (CHP) and similar technologies. New settlement may provide greater opportunities for the re-use of construction waste. Easier to incorporate building practices and materials that reduce energy use. Larger development sites may offer opportunities to introduce facilities to support low carbon fuelled vehicles. 	<ul style="list-style-type: none"> Potentially a greater need to use traditional building materials that would reduce the ability to use less polluting construction materials and techniques. Potentially less ability to adopt new less polluting construction materials and technologies without causing greater impacts on the landscape. Limited public transport accessibility will increase emissions from car travel. New development will inevitably increase greenhouse gas emissions.
9. Make the most efficient use of land and resources.	
Pros	Cons
<ul style="list-style-type: none"> None identified. 	<ul style="list-style-type: none"> Growth in this location would involve the development of greenfield land. Land to the west of the A1(M) corridor contains some of the best agricultural land in the district. Less potential to re-use previously developed land (also known as brownfield land).

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	<ul style="list-style-type: none"> Will use more land than development in Darlington due to the need for lower density to reflect local distinctiveness and protect landscape character in rural settlements. Limited opportunity for the re-use of existing buildings.
10. Minimise levels of noise, vibration, odour and light pollution.	
Pros	Cons
<ul style="list-style-type: none"> Potential for a balanced mix of homes, jobs, services that will reduce the need to travel in the long term. More likely to avoid major sources of noise, vibration, odour and light pollution. 	<ul style="list-style-type: none"> Potential to increase traffic related noise and vibration in nearby villages. Some potential to increase traffic related noise, odour and vibration in Darlington as new residents require access to higher order facilities and employment opportunities. Will lead to increased light pollution in rural areas. Increased pollution caused by vehicle emissions unless the settlement is connected to other destinations by sustainable forms of travel.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	
Pros	Cons
<ul style="list-style-type: none"> Generally avoids areas at risk to flooding. Large scale development with potential to incorporate SUDs. 	<ul style="list-style-type: none"> None identified.
12. Protect and enhance air and water quality and make efficient use of water.	
Pros	Cons
<ul style="list-style-type: none"> Greater potential to adopt new more sustainable construction techniques. New settlement may provide an opportunity to deliver a place that enables low impact lifestyles. New housing provided in areas with generally good air quality. Potential to facilitate greater modal shift to less polluting options if development enables greater investment in alternatives. There are no locally/nationally designated nature conservation sites in the area. 	<ul style="list-style-type: none"> Likely to negatively effect local air quality. Potentially a greater need to use traditional building materials that would reduce the ability to use less polluting construction materials and techniques. Potential to lead to increased car based commuting along the A1(M) with resultant impacts on greenhouse gas emissions. Limited public transport accessibility will increase emissions from car travel. Increased driving to access most services due to poor accessibility will negatively impact urban areas e.g. air quality, noise pollution and vibration. Increased pollution caused by vehicle emissions unless the settlement is connected to other destinations by sustainable forms of travel. New development and associated road infrastructure is likely to result in an increase in carbon emissions due to an increase in vehicular movements.
13. Protect and enhance biodiversity and geodiversity.	
Pros	Cons
<ul style="list-style-type: none"> Directs development away from areas covered by nature conservation designations. 	<ul style="list-style-type: none"> Will necessitate new road building that could have negative ecological effects.

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<ul style="list-style-type: none"> Large sites will enable master planning, providing a greater opportunity to increase biodiversity by improving habitats, tree cover etc. in and around the settlement as part of a GI strategy, as well as a greater potential for investment in nearby off-site GI improvements. Potential to provide good access to the natural environment. Potential to provide good access to the countryside for residents. 	<ul style="list-style-type: none"> Potential for local highway capacity improvements to have negative ecological impacts. Scale of development may place recreational pressure on, and cause disturbance to, areas of nature conservation interest. Development may place recreational pressure on, and cause disturbance to, areas of nature conservation interest.
14. Protect and enhance green infrastructure of all types.	
Pros	Cons
<ul style="list-style-type: none"> Comprehensive development will enable masterplanning to ensure safe walking and cycling routes and appropriate accessible open space; parks and play areas are provided. Opportunities for informal outdoor leisure recreation. 	<ul style="list-style-type: none"> None identified.
15. Protect and enhance the character and quality of Darlington's landscape.	
Pros	Cons
<ul style="list-style-type: none"> None identified. 	<ul style="list-style-type: none"> Significant impacts on landscape due to size and location of potential development. Impact of new development on existing landscapes will be spread over a wider area. The scale of development could put at risk the established scattered settlement pattern and existing small gaps between closely related settlements. Potential for local highway capacity improvements and new road building to have negative landscape impacts. Potential for large scale development to negatively impact on the landscape setting of nearby villages. Mitigation planting to reduce landscape impacts will itself alter the landscape character. New development will be difficult to integrate into the landscape - the landscape is predominantly open in nature so development would be difficult to contain and may be highly visible in the wider landscape.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	
Pros	Cons
<ul style="list-style-type: none"> May offer encouragement/support for the re-use of vacant heritage buildings. 	<ul style="list-style-type: none"> Potential impact on the setting on numerous listed buildings within the area. Potential impact on Walworth medieval village and Archdeacon Newton moated site, deserted manorial settlement Scheduled Monument. Potential impact on Denton Conservation Area. The greater need to use traditional building materials and the need to set aside more land for landscape mitigation in sensitive areas may lead to increased development costs.
Strategic Development Option 7: Conclusions	

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What are the main benefits of this option?	<ul style="list-style-type: none"> • Ability to comprehensively masterplan a new settlement ensuring that all infrastructure and service requirements are planned and properly phased. • Properly planned, a new settlement offers the opportunity to deliver a range of housing types to meet identified needs. • This broad area is likely to be attractive to the housing and employment market provided good connections to the A1(M) are provided. • The scale of development would potentially allow for the introduction of combined heat and power, provided the density was at an appropriate level. • A new settlement could potentially provide a large number of new homes over the longer term with limited impact on existing services in Darlington town. • Development in this location is likely to be attractive to the market.
What are the uncertainties/risks to delivery?	<ul style="list-style-type: none"> • This would be a long term development option, going beyond the plan period and requires community/council/developer buy in for the longer term in order to ensure the whole development was delivered. • Uncertainty over the delivery of an entirely new settlement in reasonable timeframe. • Uncertainty over the level of new infrastructure required to service an entirely new settlement in this location and the practicality of funding and delivering it alongside development.
What are the main disadvantages of this option?	<ul style="list-style-type: none"> • Development of a new settlement in this location would have a considerable and irreversible impact on the rural character of the west side of the Borough, representing a significant shift away from the existing urban form - a historic market town surrounded by countryside and rural villages. • Development in this area would be likely to have significant negative effects on heritage assets in the area, including listed buildings, Scheduled Monuments and Conservation Areas. • There is the potential to encourage greater car borne commuting along the A1(M). • Delivery will be in the long term, therefore there will continue to be pressure to develop in other areas in the short to medium term in order to provide a five year supply of land. • There is the potential for increased car travel resulting in congestion unless the settlement is connected to other destinations by alternative forms of travel (e.g. bus or rail connectivity). • Low or limited historical/emotional connection to the areas could be a barrier to creating a participative, cohesive community. • Development in this location would result in the loss of a significant amount of best and most versatile agricultural land with potentially significant impacts on landscape character due to the scale of development. • It would result in increased light pollution to areas near to the new settlement. • Development of a new settlement would not help to meet the needs of Darlington and other existing settlements and is more likely to attract people into the Borough from elsewhere. • A new settlement would potentially divert resources and investment away from existing settlements in the Borough. • A new settlement would potentially reduce the viability of facilities and services in existing villages nearby.
What mitigation measures would be required?	<ul style="list-style-type: none"> • A comprehensive masterplan would be required, supported by detailed assessments of the effects and requirements of development in this location, to ensure that an attractive, vibrant and sustainable settlement can be delivered that minimises its effect on the local environment and communities.

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

Table SDO7.2

Strategic Development Option 7: Assessment Summary	
1. Provides housing in rural areas? ⁽⁹⁾	
2. Provides housing in Darlington? ⁽⁸⁾	
3. Capable of delivery without the need for major new infrastructure?	
4. Likely to support delivery of major new infrastructure?	
5. Likely to support provision for employment? ⁽¹⁰⁾	
6. Avoids adverse impacts on designated nature conservation sites (including SPA/SAC/SSSI ⁽¹¹⁾)?	
7. Prevents the loss of excellent and very good agricultural land (grades 1 and 2)? ⁽¹²⁾	
8. Maximises the use of brownfield land?	
9. Reduces potential impacts on designated heritage assets and their settings? ⁽¹³⁾	
10. Minimises loss of Green Infrastructure?	
11. Avoids area at risk of flooding from all sources (Flood Zones 2 and 3)?	
12. Encourages access to employment and day-to-day services/facilities by walking and cycling, or public transport? ⁽¹⁴⁾	
13. Capable of providing new services and facilities to support growth?	
14. Enables a comprehensive approach to waste and water management, use of materials, renewable energy etc.? ⁽¹⁵⁾	
15. Capable of creating an attractive place to live and developing a cohesive community?	

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Strategic Development Option 8: Middleton St George

Table SDO8.1

Strategic Development Option 8: Middleton St George	
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	
Pros	Cons
<ul style="list-style-type: none"> Greater potential to meet needs in rural areas. Enables rural housing needs, including needs for affordable housing, to be accommodated in rural settlements that are more sustainable. Will support existing facilities and services and has potential to encourage additional facilities/investment in improving existing facilities. Area is well served by walking and cycle routes, including public rights of way. 	<ul style="list-style-type: none"> Limits the provision for housing needs in Darlington. Likely to require a greater number of smaller sites. This brings a greater uncertainty over delivery. A dispersed approach using a greater number smaller sites is likely to deliver less affordable housing. The village offers range of services and facilities to meet people's day to day needs but residents are required to travel to nearby towns to access a broader range of facilities and employment opportunities.
2. Develop vibrant and cohesive communities.	
Pros	Cons
<ul style="list-style-type: none"> Potential to provide for rural affordable housing needs in a settlement that contains a reasonable level of facilities and services to reduce social isolation. Will support existing facilities and has potential to encourage additional facilities. Access to local facilities by walking and cycling. Would provide housing in a settlement with an established strong local community - potential to encourage greater participation. Reasonable access to a wider range of facilities and employment opportunities in Darlington due to proximity and availability of public transport services. Reasonable access to a wider range of cultural, leisure and recreational activities in Darlington. May support improvements to existing activities, venues etc., although the level of development may not be enough to make investment viable. Potential to make additional investment in local culture, leisure and recreational businesses more viable. 	<ul style="list-style-type: none"> A dispersed approach using many smaller sites is therefore likely to deliver significantly less affordable housing. Does not help to meet housing needs in Darlington. A greater use of smaller sites may be less likely to deliver a wide mix of market housing types and sizes. Reduced ability to fund infrastructure improvements if development is below a critical mass. May require investment in community facilities such as village halls to cope with extra demand. The village offers range of services and facilities to meet people's day to day needs but residents are required to travel to nearby towns to access a broader range of facilities and employment opportunities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	
Pros	Cons
<ul style="list-style-type: none"> Provides support to existing local health facilities and services. Some opportunities to access some jobs, shops and services by healthy travel modes (walking and cycling). Potential to encourage healthy lifestyles through easier access to the countryside. 	<ul style="list-style-type: none"> Potential to reduce air quality and increase levels of light pollution.

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<ul style="list-style-type: none"> Development could be a sufficient size to include/improve local health and education facilities, where required. Area is reasonably well served by open space and recreational facilities. 	
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	
Pros	Cons
<ul style="list-style-type: none"> Access to existing primary school provision. Potential to support local primary school. Larger sites have greater potential to concentrate new demand for primary schooling in a single location which makes providing additional school places/delivering a new school more cost effective. Easier to quantify and deliver necessary investment in primary and secondary education due to discrete nature of development. Primary school accessible by walking and cycling. Potential to support secondary schools in nearby towns. Close to existing employment areas providing potential opportunities for apprenticeships, internships and work experience. 	<ul style="list-style-type: none"> No secondary school or higher education provision within the settlement but facilities available in Darlington. Will increased travel to access secondary schools and to access higher education in Darlington and other nearby towns. Travel costs for young people and those on low wages to access education may limit take up of further education. Even with new school provision, there will be potential for increased travelling in order to attend the existing established popular schools across the borough.
5. Improve the safety and security of people and property.	
Pros	Cons
<ul style="list-style-type: none"> There are no major hazard sites in the area. 	<ul style="list-style-type: none"> None identified.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	
Pros	Cons
<ul style="list-style-type: none"> Location is capable of delivering an element of new employment development. Potential to access employment opportunities by non-car modes of transport. Potential to deliver live/work units in desirable locations. May support investment to improve rail services and infrastructure. Development would support the service centre role of the village. In addition to supporting existing services and facilities, new development has the potential to encourage investment in new facilities and services. 	<ul style="list-style-type: none"> Most opportunities for employment will be away from the village and involve travel. May increase pressure for redevelopment of rural employment sites to provide housing.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	
Pros	Cons
<ul style="list-style-type: none"> Potential to access basic services and some employment opportunities by walking and cycling, and wider opportunities in larger settlements by public transport. Potential to use development to contribute to the creation of safe walking and cycling routes to the larger settlements. Reduced need to travel longer distances to access services. Potential for development to contribute to investment in safer cycling routes and encourage more cycling. 	<ul style="list-style-type: none"> Potential to increase road congestion in Middleton St George Potential for increased rail congestion, at least in the short term.

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<ul style="list-style-type: none"> • Supports viability of local bus services. • Potential to support increased frequency and/or extension of existing bus services in rural parts of the borough. • Potential to contribute to highway capacity improvements in Middleton St George. • May lead to highway safety improvements. • Good access to train station. • Potential to support business case for securing investment to improve rail infrastructure and services. 	
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	
Pros	Cons
<ul style="list-style-type: none"> • Potential to adopt new more sustainable construction techniques and building materials that reduce energy use. • Potential for less use of polluting travel due to proximity/availability of services and facilities. 	<ul style="list-style-type: none"> • Smaller sites are likely to offer fewer opportunities to introduce facilities to support low carbon fuelled vehicles. • A more dispersed pattern of growth is less likely to provide sufficient critical mass to support CHP. • New development will inevitably increase greenhouse gas emissions.
9. Make the most efficient use of land and resources.	
Pros	Cons
<ul style="list-style-type: none"> • Less likely to involve the use of best and most versatile agricultural land. • Efficient land use possible if a mix of appropriate densities employed. 	<ul style="list-style-type: none"> • Growth in this location would involve the development of greenfield land. • Limited potential to re-use previously developed land (also known as brownfield land). • Limited opportunity for the re-use of existing buildings. • Likely to use more land than development in Darlington due to the need for lower density to reflect local distinctiveness and protect landscape character in rural settlements.
10. Minimise levels of noise, vibration, odour and light pollution.	
Pros	Cons
<ul style="list-style-type: none"> • More likely to avoid major sources of noise, vibration, odour and light pollution. 	<ul style="list-style-type: none"> • Potential to increase traffic related noise and vibration in Middleton St George. • Some potential to increase traffic related noise, odour and vibration in Darlington as new residents require access to higher order facilities and employment opportunities. • Likely to lead to increased light pollution in rural areas. • Good links to the strategic highway network without substantially increasing traffic through the settlement.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	

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Pros	Cons
<ul style="list-style-type: none"> Generally avoids areas at risk to flooding. Potential to incorporate SUDs. 	<ul style="list-style-type: none"> More dispersed development/smaller sites will reduce opportunity to coordinate drainage management.
12. Protect and enhance air and water quality and make efficient use of water.	
Pros	Cons
<ul style="list-style-type: none"> Opportunities to access some day to day shopping and community facilities/services by walking and cycling. Some potential for promoting/improving less polluting forms of travel to access nearby towns. New housing provided in areas with generally good air quality. Potential to facilitate modal shift to less polluting options if development enables investment in alternatives. 	<ul style="list-style-type: none"> Increased driving to access higher order services and facilities in nearby towns (e.g. secondary schools/higher education and hospitals, cultural facilities etc.). New development is likely to result in an increase in carbon emissions due to an increase in vehicular movements. Potential development sites are close to a locally designated nature conservation site.
13. Protect and enhance biodiversity and geodiversity.	
Pros	Cons
<ul style="list-style-type: none"> Potential to provide good access to the natural environment. Potential to provide improved access to the countryside for residents. 	<ul style="list-style-type: none"> Development may place recreational pressure on, and cause disturbance to, areas of nature conservation interest.
14. Protect and enhance green infrastructure of all types.	
Pros	Cons
<ul style="list-style-type: none"> Greater opportunities for informal outdoor leisure, recreation and countryside access. Provides an opportunity to improve the quality, extent and accessibility of green infrastructure in and around the settlement. 	<ul style="list-style-type: none"> Smaller sites will be less able to accommodate significant new green infrastructure facilities on site.
15. Protect and enhance the character and quality of Darlington's landscape.	
Pros	Cons
<ul style="list-style-type: none"> Potential to redefine settlement edges (woodland and/or tree cover) and improve their contribution to the wider landscape. Provides an opportunity to redefine the edges of settlements to improve integration with the countryside. Generally area of lower landscape sensitivity. 	<ul style="list-style-type: none"> Development could affect the established scattered settlement pattern and existing gaps between closely related settlements.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	
Pros	Cons

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

<ul style="list-style-type: none"> • There are no nationally Listed Buildings within the village. • Generally less potential for impacts on the historic environment if development is closely related to the existing settlement pattern and does not reduce the gap between Middleton St George and Middleton One Row. 	<ul style="list-style-type: none"> • Potential impact on Middleton One Row Conservation Area depending on location and design of development.
Strategic Development Option 8: Conclusions	
What are the main benefits of this option?	<ul style="list-style-type: none"> • Provides for new housing in a rural service village. • Provides support for existing services and facilities in the village and potential for new/improved services. • The village has reasonable access to a range of facilities that cater for day-to-day needs. • The village has good access to train and bus services.
What are the uncertainties/risks to delivery?	<ul style="list-style-type: none"> • None identified.
What are the main disadvantages of this option?	<ul style="list-style-type: none"> • Generally smaller, more dispersed sites available, with limited opportunities to plan development strategically. • Residents will generally need to travel to access employment opportunities and higher order services and facilities. • The bus service currently serving the village operated a reduced frequency service.
What mitigation measures would be required?	<ul style="list-style-type: none"> • Highway improvements to accommodate additional traffic generated by development and mitigate the impact of traffic through the village. • Provision of appropriate community services and facilities to meet the needs of residents. • Protection of built and natural assets within the area (including the Middleton one Row Conservation Area and The Whinnies Local Nature Reserve). • Retain the separation between Middleton St George and Middleton One Row/Oak Tree. • Explore the possibility of improving the frequency of bus services to the village.

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

Table SDO8.2

Strategic Development Option 8: Assessment Summary	
1. Provides housing in rural areas? ⁽⁹⁾	
2. Provides housing in Darlington? ⁽⁹⁾	
3. Capable of delivery without the need for major new infrastructure?	
4. Likely to support delivery of major new infrastructure?	
5. Likely to support provision for employment? ⁽¹⁰⁾	
6. Avoids adverse impacts on designated nature conservation sites (including SPA/SAC/SSSI) ⁽¹¹⁾ ?	
7. Prevents the loss of excellent and very good agricultural land (grades 1 and 2)? ⁽¹²⁾	
8. Maximises the use of brownfield land?	
9. Reduces potential impacts on designated heritage assets and their settings? ⁽¹³⁾	
10. Minimises loss of Green Infrastructure?	
11. Avoids area at risk of flooding from all sources (Flood Zones 2 and 3)?	
12. Encourages access to employment and day-to-day services/facilities by walking and cycling, or public transport? ⁽¹⁴⁾	
13. Capable of providing new services and facilities to support growth?	
14. Enables a comprehensive approach to waste and water management, use of materials, renewable energy etc.? ⁽¹⁵⁾	
15. Capable of creating an attractive place to live and developing a cohesive community?	

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

Strategic Development Option 9: Export an element of housing to neighbouring authorities

Table SDO9.1

Strategic Development Option 9: Export an element of housing to neighbouring authorities	
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	
Pros	Cons
<ul style="list-style-type: none"> None identified. 	<ul style="list-style-type: none"> Would limit housing development in Darlington borough (rural and urban), potentially not meeting local housing needs, including affordable housing. Provides limited support for services and facilities in the borough. Possible uncertainties to delivery due to land availability/suitability/deliverability in neighbouring authority areas. May not be sufficient suitable land available to accommodate the necessary level of development. Potential lack of sufficient developer interest. Would require the agreement and commitment of neighbouring local authorities.
2. Develop vibrant and cohesive communities.	
Pros	Cons
<ul style="list-style-type: none"> None identified. 	<ul style="list-style-type: none"> Would not meet the housing needs of the borough within the borough, particularly impacting on disadvantaged groups, including those in affordable housing need. Would deliver less affordable housing in the borough (urban and rural) making it more difficult to provide/support services in these areas. Provides limited support for services, facilities and employers in the borough (e.g. school, shopping centres, cultural facilities etc.). Reduced ability to fund infrastructure improvements if development is below a critical mass.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	
Pros	Cons
<ul style="list-style-type: none"> Potentially less impact on local air quality, noise, odour and light pollution in the borough. 	<ul style="list-style-type: none"> Limits support for health facilities and services in the borough. Limits support for ports and recreational facilities in the borough. Will reduce investment in areas in need of regeneration, making improvements less likely.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	
Pros	Cons

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

<ul style="list-style-type: none"> • None identified. 	<ul style="list-style-type: none"> • Provides limited support for existing centres and local services in the borough. • Potentially limits opportunities for apprenticeships, internships and work experience in the local area. • Limits support for education establishments in the borough.
5. Improve the safety and security of people and property.	
Pros	
<ul style="list-style-type: none"> • None identified. 	<ul style="list-style-type: none"> • None identified.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	
Pros	
<ul style="list-style-type: none"> • None identified. 	<ul style="list-style-type: none"> • Provides limited support for new economic growth in the borough (urban and rural areas). • Reduces ability to attract interest/investment in large scale employment areas in Darlington. • Potentially reduces employment opportunities within the borough, including those in the construction industry. • Reduces potential to deliver new employment space to facilitate business expansion.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	
Pros	
<ul style="list-style-type: none"> • Reduced pressure on the highways network in the borough. 	<ul style="list-style-type: none"> • Less potential to use development to contribute towards the creation of safe walking and cycling routes. • Reduced support for the viability of local bus services. • Reduced scope for improvements to bus services. • Less potential to deliver new highway infrastructure (including new routes around the urban area), and improvements to existing highway capacity. • Less likely to secure external funding for transport improvements that also realise benefits for the wider community. • Reduces the business case for securing funding to improvements to rail services and infrastructure.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	
Pros	
<ul style="list-style-type: none"> • Potential for less use of polluting travel and reduced greenhouse gas emissions from development due to reduced level of growth. 	<ul style="list-style-type: none"> • Could result in a more dispersed pattern of growth that is less likely to provide sufficient critical mass to support CHP. • Simply displaces the potential positive and negative effects of development to neighbouring authority areas.

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9. Make the most efficient use of land and resources.	
Pros	Cons
<ul style="list-style-type: none"> • Likely to reduce the loss of greenfield land to development. • Less pressure on the use of higher quality agricultural land for development. 	<ul style="list-style-type: none"> • Simply displaces the potential positive and negative effects of development to neighbouring authority areas.
10. Minimise levels of noise, vibration, odour and light pollution.	
Pros	Cons
<ul style="list-style-type: none"> • Likely to reduce the levels of noise, vibration, odour and light pollution associated with growth. • Potential to result in lower increases in car travel. 	<ul style="list-style-type: none"> • Simply displaces the potential positive and negative effects of development to neighbouring authority areas.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	
Pros	Cons
<ul style="list-style-type: none"> • Reduced potential for flood risk resulting from development due to reduction in growth required. 	<ul style="list-style-type: none"> • Simply displaces the potential positive and negative effects of development to neighbouring authority areas.
12. Protect and enhance air and water quality and make efficient use of water.	
Pros	Cons
<ul style="list-style-type: none"> • Potential for less use of polluting travel and reduced greenhouse gas emissions from development due to reduced level of growth. • Potentially reduced development pressure close to watercourses in the borough. 	<ul style="list-style-type: none"> • Simply displaces the potential positive and negative effects of development to neighbouring authority areas.
13. Protect and enhance biodiversity and geodiversity.	
Pros	Cons
<ul style="list-style-type: none"> • May reduce the level of development/recreational pressure placed on nature conservation interests in the borough. 	<ul style="list-style-type: none"> • Simply displaces the potential positive and negative effects of development to neighbouring authority areas.
14. Protect and enhance green infrastructure of all types.	
Pros	Cons
<ul style="list-style-type: none"> • Potential for less recreation pressure on green infrastructure. 	<ul style="list-style-type: none"> • Reduced scope to provide new/enhance existing publicly accessible green infrastructure in the borough off the back of new development. • Simply displaces the potential positive and negative effects of development to neighbouring authority areas.
15. Protect and enhance the character and quality of Darlington's landscape.	

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

Pros		Cons
<ul style="list-style-type: none"> Potentially less pressure on more sensitive landscape areas in the borough. 		<ul style="list-style-type: none"> Simply displaces the potential positive and negative effects of development to neighbouring authority areas.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.		
Pros		Cons
<ul style="list-style-type: none"> Potential less impacts on the historic environment. 		<ul style="list-style-type: none"> Simply displaces the potential positive and negative effects of development to neighbouring authority areas.
Strategic Development Option 9: Conclusions		
What are the main benefits of this option?	<ul style="list-style-type: none"> Reduced development in the borough will place less pressure the highway network through reducing the increase in travel demand associated with growth. Likely to reduce the levels of noise, vibration, odour and light pollution associated with growth. Likely to reduce the amount of greenfield land lost to development in the borough over the plan period. May reduce the level of recreational pressure placed on nature conservation interests in the borough. 	
What are the uncertainties/risks to delivery?	<ul style="list-style-type: none"> Uncertainties to delivery due to land availability/suitability/deliverability in neighbouring authority areas. Would require the agreement and commitment of neighbouring local authorities 	
What are the main disadvantages of this option?	<ul style="list-style-type: none"> Would not meet the housing needs of the borough within the borough, including affordable and specialist housing, increasing the pressure on the existing housing stock and the services supporting disadvantaged groups. Simply displaces the potential negative effects of development to neighbouring authority areas. Reduces the support for, and viability of, local facilities and services. Reduces the scope for economic growth and prosperity. Reduces the potential to attract funding for new/improved infrastructure or secure businesses investment in the borough. 	
What mitigation measures would be required?	<ul style="list-style-type: none"> Consideration would need to be given as to how the affordable housing needs of the borough would be met with reduced house building taking place in the authority area. The mitigation required would depend on where development was to take place. 	

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

Table SDO9.2

Strategic Development Option 9: Assessment Summary	
1. Provides housing in rural areas? ⁽⁹⁾	
2. Provides housing in Darlington? ⁽⁸⁾	
3. Capable of delivery without the need for major new infrastructure?	
4. Likely to support delivery of major new infrastructure?	
5. Likely to support provision for employment? ⁽¹⁰⁾	
6. Avoids adverse impacts on designated nature conservation sites (including SPA/SAC/SSSI ⁽¹¹⁾)?	
7. Prevents the loss of excellent and very good agricultural land (grades 1 and 2)? ⁽¹²⁾	
8. Maximises the use of brownfield land?	
8. Reduces potential impacts on designated heritage assets and their settings? ⁽¹³⁾	
9. Minimises loss of Green Infrastructure?	
10. Avoids area at risk of flooding from all sources (Flood Zones 2 and 3)?	
11. Encourages access to employment and day-to-day services/facilities by walking and cycling, or public transport? ⁽¹⁴⁾	
12. Capable of providing new services and facilities to support growth?	
13. Enables a comprehensive approach to waste and water management, use of materials, renewable energy etc.? ⁽¹⁵⁾	
14. Capable of creating an attractive place to live and developing a cohesive community?	

APPENDIX E: ASSESSMENT OF STRATEGIC DEVELOPMENT OPTIONS

Assessment of Strategic Development Options Summary

The table below provides a summary of the results of the assessment of strategic development options for the emerging local plan.








Table SDO: Summary

Strategic Development Option	Criteria drawn from the SA Objectives														
	1. Provides housing in rural areas?	2. Provides housing in Darlington?	3. Capable of delivery without the need for major new infrastructure?	4. Likely to support delivery of major new infrastructure?	5. Likely to support provision for employment?	6. Avoids adverse impacts on designated nature conservation sites (including SPA/SAC/SSSI)?	7. Prevents the loss of excellent and very good agricultural land (grades 1 and 2)?	8. Maximises the use of brownfield land?	9. Reduces potential impacts on designated heritage assets and their settings?	10. Minimises loss of Green Infrastructure?	11. Avoids area at risk of flooding from all sources (Flood Zones 2 and 3)?	12. Encourages access to employment and day-to-day services/facilities by walking and cycling, or public transport?	13. Capable of providing new services and facilities to support growth?	14. Enables a comprehensive approach to waste and water management, use of materials, renewable energy etc.?	15. Capable of creating an attractive place to live and developing a cohesive community?
1. North West Darlington	Red	Green	White	Green	Green	Green	Green	Red	Green	Green	Green	Green	Green	Green	Green
2. North and North East Darlington	Red	Green	Red	Green	Green	White	White	Red	White	White	White	Green	Green	Green	Green
3. East Darlington	Red	Green	Green	Green	Green	Green	Green	White	White	White	White	Green	Green	Green	Green
4. South Darlington	Red	Green	Green	White	Green	Green	Green	Red	Green	White	Green	White	Green	White	White
5. South West Darlington	Red	Green	White	Green	Red	Green	White	Red	Green	White	Red	White	Green	Green	Green
6. Central Darlington	Red	Green	White	Red	Green	Green	Green	Green	White	Green	Red	Green	Green	White	Green
7. Create a new settlement to the West of the A1(M)	White	Red	Red	White	Green	White	Red	Red	Red	White	Green	Red	White	Green	White
8. Middleton St George	Green	Red	Green	White	White	White	Green	Red	Green	Green	Green	Green	Green	Green	Green

APPENDIX F: SITE ASSESSMENT RATIONALE

APPENDIX F: SITE ASSESSMENT RATIONALE

For each development site option the Sustainability Objectives will be assessed against the following classification of effect where appropriate to each decision making criteria:

Symbol	Effect	Description
	Significant positive effect	The policy/site contributes significantly to the achievement of the objective.
	Positive effect	The proposed policy/site contributes to the achievement of the objective but not significantly.
	No/Neutral effect	There is no clear relationship between the policy/site and the achievement of the objective or the relationship is negligible.
	Negative effect	The proposed policy/site detracts from the achievement of the objective but not significantly.
	Significant negative effect	The proposed policy/site detracts significantly from the achievement of the objective.
	Potential positive and negative effect	The proposed policy/site either has both a positive and negative relationship to the objective or the relationship is dependant on the way in which the impact is managed/policy implemented.
	Uncertain effect	Insufficient information may be available to enable an assessment to be made.

Purple text in the site assessment rationale	Provides further details as to how the decision making criteria have been assessed.
Orange text in the site assessment rationale	Certain decision making criteria have been scoped out of the assessment of potential development sites, but are still used in the assessment of policy and strategy options. Either the score given would be common to all sites (and is not expected to have a significant environmental, social or economic impact) and would therefore not assist in comparing the relative sustainability of different site options, or there is no meaningful rationale by which to assess the impact of sites on the decision making criteria. In some cases, the criteria has been scoped out only from the assessment of sites promoted for either residential or employment development.

The effect scored against each Sustainability Objective is then considered in terms of the following measures of the extent of the possible effect:

- **Probability** - the extent to which the effect is likely to happen.
- **Duration** - the time during which the effect is expected to continue.
- **Frequency** - the rate at which the effect is expected to occur.
- **Reversibility** - the extent to which the effect is capable of being reversed.
- **Geographic extent** - the area over which the effect is experienced.

The assessment against each of these measures is displayed in each site assessment option table using the following symbols:

Probability	Symbol
Likely	L
Uncertain	-

APPENDIX F: SITE ASSESSMENT RATIONALE

Probability	Symbol
Unlikely	U

Duration	Symbol
Short term (0-5 years)	ST
Medium Term (5-10 years)	MT
Long term (10+ years)	LT

Frequency	Symbol
Permanent	P
Temporary	T
Re-occurring	R

Reversibility	Symbol
Reversible	R
Irreversible	I

Geographic extent	Symbol
Site based	SB
Local area	LA
District-wide	DW
Cross border	CB

APPENDIX F: SITE ASSESSMENT RATIONALE

SA Objectives	Decision Making Criteria	Performance	Assessment Rationale
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	<p>a. Will it deliver housing in sustainable locations with access to a range of local services and facilities within easy walking and cycling distance?</p> <p>Scoped out from the assessment of employment/commercial sites.</p> <p>Based on over 75% of the site being within the relevant distance threshold to the following facilities:</p> <ul style="list-style-type: none"> - Primary school; - Secondary school; - Higher education facilities (i.e. QE Sixth form, Darlington College and Teeside University); - Employment opportunities – including key employment locations and the town centre; - Bus route (offering a frequent service – based on a half hourly service between 08:00 and 18:00); - Train station; - GP practice/public hospital; - Local centre/shopping facilities (catering for day to day needs) – including district and local centres, the town centre and supermarkets; and - Open space/playing field (access to either of these – do not double count as separate facilities for the purpose of determining how a site performs against this objective). <p>Supporting comments to recognise where distances may be misleading due to size/location of site and where new facilities would be required as part of development.</p> <p>N.B. DBC use different standards to consider reasonable walking distances for children to access primary and secondary schools (under 2 miles safe walking route for primary schools and under 3 miles safe walking route secondary schools). Over those distances (or under if not a safe route) the local authority has responsibility for providing transport. However, these distances would not enable a</p>	<p>++</p> <p>+</p> <p>0</p> <p>-</p> <p>--</p> <p>+ / -</p>	<p>5 or more of these facilities are located within 400m of the site.</p> <p>5 or more of these facilities are within 800m of the site.</p> <p>5 or more of these facilities are within 1200m of the site.</p> <p>5 or more of these facilities are within 1600m of the site.</p> <p>Less than 5 of these facilities are within 1600m of the site.</p> <p>Large site (1000+ dwellings) capable of providing a range of local services and facilities to meet the needs of residents as part of development.</p>

APPENDIX F: SITE ASSESSMENT RATIONALE

<p>meaningful comparison of the relative accessibility of sites to facilities to be undertaken.</p> <p>b. Will it provide good quality and safe connections to cycle and walking networks?</p> <p>Cycle network based on routes identified on the Local Motion website: http://www.dothelocalmotion.co.uk/ways-to-travel/cycle/cycle-routes-maps/</p>	<p>c. Will it deliver market and affordable homes to meet identified Borough needs?</p> <p>Based on the emerging requirements under emerging Local Plan Policy H 5: Affordable Housing. Sites of 10 or more dwellings will be expected to make a contribution towards affordable housing regardless of location, existing requirements. These affordable housing thresholds could change under the new local plan policy.</p> <p>Under Policy H 5 the level of affordable housing required on qualifying residential sites is as follows:</p>		<p>The site is well served by existing cycle routes and footpaths.</p>	<p>The site is well served by existing cycle routes and footpaths.</p>
			<p>and</p> <p>The site provides the opportunity to create new routes/services strengthening connections with surrounding areas.</p>	<p>The site is well served by existing cycle routes and footpaths.</p>
				<p>Reasonable/poor connectivity to existing cycle routes and footpaths, but the site provides the opportunity to create new routes/services strengthening connections with surrounding areas.</p>
				<p>Reasonable connectivity to existing cycle routes and footpaths with no prospect for improvement.</p>
				<p>Poor connectivity to existing cycle routes and footpaths with no prospect for improvement.</p>
				<p>Site size is capable of delivering a significant amount of affordable housing (i.e. 20+ affordable homes).</p>
				<p>Site size would allow the council to negotiate an element of/contribution towards affordable housing under current policy (i.e. the site is expected to deliver 10 or more dwellings).</p>
				<p>Site size would not enable the council to negotiate an element of/contribution towards affordable housing under current policy, but would deliver an</p>
				<p>Site size would not enable the council to negotiate an element of/contribution towards affordable housing under current policy, but would deliver an</p>

APPENDIX F: SITE ASSESSMENT RATIONALE

<p>- 10% in the wards of Bank Top and Lascelles, Northgate, Park East & Stephenson;</p> <p>- 20% in the wards of Brinkburn and Faverdale, Cockerton, Collage, Eastbourne, Harrowgate Hill, Haughton and Springfield, Heighington and Coniscliffe, North Road, Pierremont, Red Hal and Lingfield, Sadberge and Middleton St George & Whinfield; and,</p> <p>- 30% in the wards of Hummersknott, Hurworth, Mowden & Park West.</p> <p>Scoped out from the assessment of employment/commercial sites.</p>		<p>element of market housing (i.e. the site is expected to deliver less than 10 dwellings).</p> <p>and/or</p> <p>Brownfield site where the ability to deliver affordable housing will be limited/negative due to site viability.</p>
<p>d. Will it deliver adaptable housing to meet the lifelong needs of the population?</p> <p>Scoped out from the assessment of housing sites. All housing developments will be required to deliver a mix of housing types, tenures and sizes, including houses that meet lifetime home standards.</p> <p>Scoped out from the assessment of employment/commercial sites.</p>	<p>Will it deliver adaptable housing to meet the lifelong needs of the population?</p>	<p>Scoped out from the assessment of housing sites. All housing developments will be required to deliver a mix of housing types, tenures and sizes, including houses that meet lifetime home standards.</p>
<p>2. Develop vibrant and cohesive communities.</p> <p>a. Will it reduce the potential for social isolation, with particular regard to disadvantaged and protected groups?</p> <p>The definition of community facilities in this context will include, community/village halls, schools, nurseries, places of worship, health services, care homes, libraries, public houses, open space/playing field etc.</p>	<p>++</p> <p>+</p> <p>0</p>	<p>Large site (1,000+ dwellings) with potential for mixed use development, incorporating community facilities, along with significant levels of affordable housing.</p> <p>The provision of affordable housing will contribute to creating mixed, well balanced communities (i.e. the site is expected to deliver 10 or more dwellings). Sites may also contribute towards existing community facilities.</p> <p>Site is not large enough to deliver affordable housing (i.e. the site is expected to deliver less than 10 dwellings) or new community facilities.</p> <p>and/or</p> <p>Brownfield site where the ability to deliver affordable housing/community facilities will be limited/negative due to site viability.</p> <p>or</p>




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		Site proposed for employment use that would not result in the loss of a community facility.
	-	Site development would result in the loss of a community facility with no prospect of replacement. <u>or</u> Site development would have an adverse impact on local school provision with no prospect of mitigation.
	--	Site development would result in the loss of a community facility with no prospect of replacement. <u>and</u> Site development would have an adverse impact on local school provision with no prospect of mitigation.
	+ / -	Site development would result in the loss of a community facility but the site is large enough to provide a replacement facility.
	++	Site is within 400m of open space/playing field, primary school and town/local centre (using results from SA Objective 1a). <u>and</u> Large site (1,000+ dwellings) with potential for mixed use development, incorporating community facilities.
	+	Site is within 400m of open space/playing field, primary school and town/local centre. <u>or</u>
		b. Will it increase the availability and accessibility of community and cultural activities and facilities? c. Will it preserve, promote and enhance local community and culture?

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3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	a. Will it encourage greater participation in healthy lifestyles, including nature based or outdoor leisure activities?		Large site (1,000+ dwellings) with potential for mixed use development, incorporating community facilities.
		0	Site is within 800m of open space/playing field, primary school and town/local centre.
		-	or Village location where development would help support existing local community and cultural facilities and services.
		--	Site is not within 800m of open space/playing field, primary school and town/local centre.
		+/-	Site is not within 800m of open space/playing field, primary school and town/local centre and would result in the loss of a community/cultural facility.
		++	Site is within 800m of one or two of the following: open space/playing field, primary school and town/local centre.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	a. Will it encourage greater participation in healthy lifestyles, including nature based or outdoor leisure activities?		or Site would result in the loss of a community facility but is large enough to provide a replacement facility.
		++	Site meets two or more of the following: <ul style="list-style-type: none"> • Site is within 800m of an existing open space, sports and/or designated nature conservation site (SSSI, LNR or LWS) • Site is large enough (200+ dwellings/5+ ha employment) to accommodate significant new GI provision on-site and/or deliver off-site enhancements.








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		<ul style="list-style-type: none"> Site is close to a PROW/designated cycle route.
		<p>Site is within 800m of an existing open space, sports and/or designated nature conservation site.</p> <p><u>or</u></p> <p>Site is beyond 800m of an existing open space, sports and/or designated nature conservation site, but large enough (200+ dwellings/5+ ha employment) to accommodate significant new GI provision on-site and/or deliver off-site enhancements.</p> <p><u>or</u></p> <p>Site is close to a PROW/designated cycle route.</p>
		<p>Site is beyond 800m of an existing open space, sports and/or designated nature conservation site and not close to a PROW/designated cycle route.</p> <p><u>or</u></p> <p>Development would result in the loss of existing/proposed open space, sports and/or nature conservation site (e.g. site is promoted for employment/commercial use or the site currently has permission for sports/open space development).</p>
		<p>Site is beyond 800m of an existing open space, sports or designated site of importance for biodiversity.</p> <p><u>and</u></p> <p>Development would result in the loss of existing/proposed open space, sports and/or</p>

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		<p>nature conservation site (e.g. site is promoted for employment/commercial use, the site currently has permission for sports/open space development, or the site is under consideration as a nature conservation designation).</p> <p>Site is beyond 800m of an existing open space, sports and/or designated nature conservation site, but large enough (20+ dwellings) to accommodate an element of new green infrastructure provision on-site and/or deliver off-site enhancements.</p> <p>or</p> <p>Site would score positively against this criteria but would result in the loss of existing/proposed open space, sports and/or nature conservation site (e.g. site is promoted for employment/commercial use or the site currently has permission for sports/open space development).</p>		<p>nature conservation site (e.g. site is promoted for employment/commercial use, the site currently has permission for sports/open space development, or the site is under consideration as a nature conservation designation).</p> <p>Site is beyond 800m of an existing open space, sports and/or designated nature conservation site, but large enough (20+ dwellings) to accommodate an element of new green infrastructure provision on-site and/or deliver off-site enhancements.</p> <p>or</p> <p>Site would score positively against this criteria but would result in the loss of existing/proposed open space, sports and/or nature conservation site (e.g. site is promoted for employment/commercial use or the site currently has permission for sports/open space development).</p>
	+			
	-			
	++			
	+			
	-			







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		<p><u>and</u></p> <p>Site development would result in the loss of a health facility with no replacement.</p> <p>Large site (1,000+ dwellings) with the potential to deliver new health facilities as part of the development.</p>		
	d. Will it increase local food production?	<p>Brownfield site - large enough (1,000+ dwellings) to accommodate new allotments (depending on local needs).</p> <p>Greenfield site - not located on best and most versatile land, large enough (1,000+ dwellings) to accommodate new allotments (depending on local needs).</p> <p>Brownfield site – not large enough to provide new allotments as part of development or not suitable (e.g. due to previous contamination).</p> <p><u>and/or</u></p> <p>Site promoted for employment use not located on best and most versatile land.</p> <p>Greenfield site – not large enough to provide new allotments as part of development.</p>	     	
4. Provide education and training opportunities to improve the skills and employment prospects	<p>a. Will it promote lifelong learning and help to widen participation in learning activities?</p> <p>It is not unreasonable for people to travel longer distances to higher education facilities.</p>	<p>There is a higher education establishment within 2km of the site (within the same settlement as the site).</p> <p><u>or</u></p>		






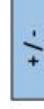
APPENDIX F: SITE ASSESSMENT RATIONALE

of the resident population.	Higher education establishments in Darlington include QE Sixth form, Darlington College and Teesside University. Make a note of whether the service would enable direct access or whether a change of bus/train service would be required in order to access higher education.		<div style="background-color: #90EE90; border: 1px solid black; display: flex; align-items: center; justify-content: center; width: 30px; height: 30px; margin: 0 auto;">+</div>	A higher education establishment can be accessed via a frequent public transport service with a bus route or train station within 400m of the site. There is a higher education establishment within 5km of the site (within the same settlement as the site).
				or A higher education establishment can be accessed via a frequent public transport service with a bus route or train station within 800m of the site. There are no higher education establishments within 5km of the site (within the same settlement as the site).
				and A higher education establishment can be accessed via both a bus and a train service within 800m of the site each offering a reduced frequency service. There are no higher education establishments within 5km of the site (within the same settlement as the site).
				and A higher education establishment can only be accessed via a public transport service with a bus route or train station within 800m of the site offering a reduced frequency service. There are no higher education establishments within 5km of the site (within the same settlement as the site).
			<div style="background-color: #FFD700; border: 1px solid black; display: flex; align-items: center; justify-content: center; width: 30px; height: 30px; margin: 0 auto;">-</div>	
			<div style="background-color: #FF0000; border: 1px solid black; display: flex; align-items: center; justify-content: center; width: 30px; height: 30px; margin: 0 auto;">--</div>	

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		Higher education cannot be accessed by a public transport service within 800m of the site.	
		Large residential site (500+ dwellings) that has the potential to create/support vocational training through the construction and marketing process.	
		<u>or</u> Employment site that has the potential to create/support vocational training via apprenticeships, internships and work experience.	
		All other sites.	
		There is spare capacity at the local primary school (10% or greater of pupil places) and it is capable of expansion.	
		Large site (1,000+ dwellings) that has the potential to provide a new primary school as part of the development.	
		<u>and/or</u> There is spare capacity at the local primary school (10% or greater of pupil places).	
		There is limited capacity (less than 10% of pupil places)	
		<u>or</u> There is no capacity at the local primary school but the school is capable of expansion.	
		Brownfield site where the ability to make a financial contribution towards education provision is likely to be limited/negative due to site viability.	
		<u>or</u>	
		<p>b. Will it increase opportunities for vocational training via apprenticeships, internships and work experience?</p> <p>c. Will it help to address a shortage in primary school places?</p> <p>Take into consideration the size of the local primary school and its annual admission number.</p> <p>All allocations for residential development will be expected to provide or contribute towards the provision of school places to meet the needs of the development.</p> <p>Scoped out from the assessment of employment/commercial sites.</p>	

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5. Improve the safety and security of people and property.			There is no primary school in the settlement. New residents will need to travel to another settlement to access a primary school.
			There is no capacity at the local primary school and the school cannot be expanded.
			There is no capacity at the local primary school, and Large site (1,000+ dwellings) that has the potential to provide a new primary school as part of the development.
	a. Will it help to reduce crime and the fear of crime? Using Indices of Multiple Deprivation (2015) – crime domain: https://www.gov.uk/government/statistics/english-indices-of-deprivation-2015 The crime domain used in this criteria is a measure of the risk of personal and material victimisation at local level. *LSOA – Lower Layer Super Output Area		Majority of site is within an LSOA* that is amongst the 20% least deprived in England with regards to crime.
			All other sites.
			Majority of site is within an LSOA* that is amongst the 20% most deprived in England with regards to crime.
	b. Will it help to reduce and prevent crime and disorder through appropriate design measures? Scoped out of site assessments – common to all sites/development. All development will be expected to use design to reduce and prevent crime and disorder.		Part of the site is within an LSOA* that is amongst the 20% most deprived in England with regards to crime (regardless of whether the remainder of the site is within an LSOA* that is amongst the 20% least deprived).

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	<p>c. Will it help to improve traffic safety? Scoped out of site assessments – it would be difficult to attribute the potential to improve traffic safety to specific sites.</p> <p>d. Will it mitigate the risks associated with major hazard sites. Based on the advice contained in the Health and Safety Executive's (HSE) Land Use Planning Methodology: http://www.hse.gov.uk/landuseplanning/methodology.pdf Also make a note of where sites intersect with National Grid high/intermediate pressure gas pipes and high voltage overhead electricity cables.</p>	<div>+/-</div>	<p>Smaller residential developments (less than 30 dwellings and 40 dwellings per hectare) outside of the inner consultation zone of a major hazard site.</p> <p>or</p> <p>Larger residential developments (more than 30 dwellings) outside of the middle consultation zones of a major hazard site.</p> <p>or</p> <p>Employment developments providing less than 100 occupants.</p> <p>Smaller residential developments (less than 30 dwellings and 40 dwellings per hectare) within the inner consultation zone of a major industrial hazard.</p> <p>or</p> <p>Larger residential developments (more than 30 dwellings) within the inner or middle consultation zones of a major hazard site.</p> <p>or</p> <p>Employment developments providing 100 or more occupants within the inner consultation zone of a major hazard site.</p> <p>All other sites.</p>
		<div>-</div>	
		<div>0</div>	

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<p>6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities.</p>	<p>a. Does it provide for opportunities to attract new business to the borough?</p>		<p>Site >2 ha promoted for employment/commercial use.</p> <p>and</p> <p>Site is within 400m of a bus route offering a frequent service (using results from SA Objective 1a).</p>
			<p>Site ≤2 ha promoted for employment/commercial use.</p>
			<p>Site promoted purely for non-employment/commercial use.</p>
			<p>Loss of existing employment/commercial uses site (≤2 ha).</p>
	<p>b. Will it facilitate the expansion and development of existing businesses?</p>		<p>Loss of existing employment/commercial uses site (>2 ha).</p>
			<p>Site development will replace existing employment/commercial floorspace (resulting in short term loss/displacement of employment activities but ultimately the provision of new modern premises).</p>
			<p>Large site (>2 ha) promoted for employment/commercial use located adjacent to existing employment uses</p>
			<p>Small site (≤2 ha) promoted for employment/commercial use located adjacent to existing employment uses.</p>



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	c. Will it help to maintain the vitality and viability of the boroughs town and local centres?	NPPF definition of main town centre uses used in this criteria: “Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).”	Site promoted purely for non-employment/commercial use.	0
			Loss of existing employment/commercial uses site (≤ 2 ha).	-
			Loss of existing employment/commercial uses site (>2 ha).	--
			Site development will replace existing employment/commercial floorspace (resulting in short term loss/displacement of employment activities but ultimately the provision of new modern premises).	+/-
			Site development would provide large scale new town centre uses in or immediately adjacent to the town centre (>1 ha).	++
			<u>or</u> Site development would involve the regeneration and expansion of existing retail/commercial floorspace in the town.	
			<u>or</u> Site would involve large scale new development (>200 dwellings/>2ha employment) within or within 400m of the town or a local centre. Site development would provide new town centre uses (<1ha) in or immediately adjacent to the town or a local centre.	+
			<u>or</u>	






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		Site development would involve the regeneration of existing retail/commercial floorspace in the town or a local centre.	
		or Site would introduce new residential/employment development (<200 dwellings/<2ha employment) within 400m of the town or a local centre.	
	0	Site beyond 400m of a town or local centre but not resulting in the loss of town centre uses.	
	-	Site development would involve the loss of town centre uses (>1ha) in or immediately adjacent to the town centre.	
	++	Site development would involve the large scale loss of town centre uses (>1ha) in or immediately adjacent to the town centre.	
	+/-	Site beyond 400m of a town or local centre but large enough (1,000 dwellings) to provide new local centre at an appropriate scale to serve the needs of the development.	
	++	Site is located within 400m of a bus route/train station providing a frequent service.	
		and Scores positively in relation to SA Objective 1a	
	+	Site is located within 400m of a bus route/train station providing a frequent service.	
	0	Site is located between 400m and 800m of a bus route/train station providing a frequent service, or within 400m of a bus stop/train station offering a reduced frequency of service.	
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	<p>a. Will it reduce the distance people need to travel to work or to access services and facilities and will it prioritise development on well located sites, especially the town centre?</p> <p>b. Will it provide access to a range of employment, education, health service and leisure opportunities via a frequent public transport service?</p> <p>The suggested scoring provided here focusses on public transport options available to a site. Reference should also be made to the distances to services and facilities and the response to objective 1a in determining an appropriate score for this objective.</p>		

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	<p>If there are limited services/facilities and job opportunities close to the site consideration should be given to reducing the sites score on this criteria due to the increased need to travel further afield for such facilities.</p>		<p>Site is not located within 800m of a bus route/train station providing a frequent service, but is between 400-800m of a bus stop/train station offering a reduced frequency of service.</p>
			<p>Site is not located within 800m of a bus route/train station providing a frequent service, or within 800m of a bus stop/train station offering a reduced frequency of service.</p>
			<p>Site is not located within 400 metres of a bus route/train station but is large enough to potentially contribute towards a new or extended bus service (500+ dwellings or 5+ ha of non-residential development). Likely to be large enough to provide new facilities on site to serve the needs of the development and reduce the need to travel.</p> <p><u>or</u></p> <p>Site is located within 400 metres of a bus route/train station providing a reduced frequency service but is large enough to potentially contribute towards improving the service frequency, at least on a temporary basis (200+ dwellings or 2+ ha of non-residential development).</p> <p><u>or</u></p> <p>Site is located within 400m of a bus route/train station providing a frequent service but there it would be difficult to provide a connection/stop to this service.</p>
			<p>Appropriate highways design and management has the potential to ease congestion on the local road network.</p>
	<p>c. Will the residual cumulative impacts of development on the transport network be severe?</p>		

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		<p>The effects of development on the transport network can only really be determined once appropriate traffic modelling has been completed.</p> <p>It will be difficult to determine the cumulative impact of potential development sites until more is known about the level of development that is expected to take place in a settlement/area.</p> <p>For the purpose of the Sustainability Appraisal a judgement has been made, in discussion with the Council's highways team about the likely impact of development using the following criteria.</p> <p>Consider the conclusions of the Local Plan Transport Assessment (2019).</p>		<p>Site development will have some localised transport/accessibility impacts but these are likely to be minor in nature and can be mitigated.</p>
				<p>Site development will have some transport/accessibility impacts, including cumulative/widespread impacts, but these are likely to be minor in nature and can be mitigated.</p>
				<p>Site development will have some significant transport/accessibility impacts, including cumulative/widespread impacts that will require substantial new infrastructure to mitigate to acceptable levels.</p>
				<p>Site development will have some significant transport/accessibility impacts, including cumulative/widespread impacts that could not be mitigated.</p>
				<p>Site development will have some significant localised transport/accessibility impacts that will require substantial new infrastructure to mitigate to acceptable levels.</p>


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8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	<p>a. Will it reduce emissions of greenhouse gases (and other sources of air pollution including fumes and smoke), including by encouraging energy efficiency?</p> <p>b. Will it increase renewable energy generation?</p> <p>Difficult to assess on a site basis. All developments will result in the increase of greenhouse gas emissions (e.g. through the use of energy and vehicle emissions). However, different types of development will generally perform better than others and this is something that the Council will seek to influence by policy.</p> <p>This is also influenced by the proximity of the site to facilities and services reducing the need to travel covered in other objectives (1 and 7).</p> <p>There may be more opportunities on larger sites to install a biomass, combined heat and power or district heating scheme as part of development.</p>	+ / -	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
	<p>c. Will it ensure climate adapted design and resilient infrastructure?</p> <p>Emerging Local Plan Policy DC 1: Sustainable Design Principles and Climate Change requires non-residential buildings of 1,000 sqm floorspace or more to meet BREEAM 'Very Good' standard.</p> <p>Residential buildings are required to achieve Building Regulation standards.</p>	0	BREEAM 'Very Good' standard required for non-residential developments over 1,000 sqm.
	<p>d. Will it include a sustainable approach to water management?</p> <p>Scoped out of assessment of housing and employment sites. All sites will be expected to take a sustainable approach to water management. Crossover with SA Objective 11.</p>	+ / -	Development will be required to achieve Building Regulations requirements for residential developments and non-residential developments of less than 1,000 sqm.
	<p>e. Will it facilitate the use of low carbon fuelled vehicles?</p>	+	Large development (500+ dwellings, 5+ hectares of employment or 5,000+ sqm retail floorspace) with potential to incorporate charging points for electric vehicles.

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9. Make the most efficient use of land and resources.			0	All other sites.
	a. Will it reduce contaminated sites and increase remediation? The Environment Agency's 'What's In Your Backyard' web resource was used to help identify potential sources of contamination. N.B. The What's In Your Backyard map service no longer exists but the data used is available to download from the Environment Agency website.		+	Site development would result in the remediation of contaminated land.
			0	Site unlikely to contain contaminated land.
			-	Site development could potentially result in contamination (i.e. sites proposed for industrial /employment development).
			---	Contaminated site that is unlikely to be capable of remediation.
			+/-	Large scale mixed use development site that could result in the remediation of contaminated land, but also result in contamination due to the inclusion of industrial/employment uses.
	b. Will it maximise the use of brownfield land and minimise the loss of greenfield land to development? Where a site contains buildings that could be retained/converted as part of the development, consider whether the sites score against this criteria should be improved if this would constitute a significant element of the development. The NPPF definition of previously developed land has been used.		++	Entire site is previously developed land.
			+	50% or more of the site is previously development land.
			-	More than 50% of the site is greenfield land.
			---	The entire site is greenfield land.










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	<p>c. Will it lead to the loss of the best and most versatile agricultural land?</p> <p>A Provisional Agricultural Land Classification (ALC) map is available on Magic (including Post 1988 Agricultural Land Classification maps, where available), and maps displaying the 'Likelihood of Best and Most Versatile Land' are available from Natural England.</p> <p>Best and most versatile agricultural land is classified as land within grades 1, 2 and 3a.</p> <p>The Provisional Agricultural Land Classification map is published at 1:250000 scale and does not distinguish between grade 3a and 3b land. It therefore can only reliably be used as an indication of land quality at a strategic level. Post 1988 surveys providing more detailed land classification is only available for specific areas of the Borough.</p>	<p></p> <p></p> <p></p> <p></p> <p></p>	<p>None of the site is within grades 1, 2 and 3a.</p> <p><u>or</u></p> <p>Site does not fall within any agricultural land classification.</p> <p>Less than 50% of the site is within grades 1, 2 and 3a.</p> <p>50% or more of the site is within grades 1, 2 and 3a.</p> <p>All of the site is within grades 1, 2 and 3a.</p> <p>More than 50% of the site is within grade 3 (as identified on the Provisional Agricultural Land Classification map).</p>
	<p>d. Will it increase the prevention, re-use, recovery and recycling of waste?</p> <p>Scope out of site assessments – all new development will result in an increase in waste during construction and on completion.</p>		
<p>10. Minimise levels of noise, vibration, dust, odour and light pollution.</p>	<p>a. Will it avoid unacceptable levels of noise, vibration, dust, odour and light pollution?</p> <p>Potential sources of pollution considered will include:</p> <ul style="list-style-type: none"> - Strategic highway network - A class roads (and major arterial routes in Darlington) - Railway lines - Major employment areas (particularly those sites including general industry, manufacturing and distribution) - Town centre - Durham Tees Valley Airport - All weather floodlit sports pitches - Waste Water Treatment Works 	<p></p> <p></p> <p></p>	<p>No obvious source of potential noise, vibration, dust, odour and/or light pollution is located close to the site.</p> <p>A potential source of noise, vibration, dust, odour or light pollution lies close to the site with limited scope for mitigation.</p> <p><u>and/or</u></p> <p>Site proposed for employment use.</p> <p>More than one potential source of noise, vibration, dust, odour or light pollution lies close to the site with limited scope for mitigation.</p>

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<p>- Wind farm</p> <p>The Environment Agency's 'What's In Your Backyard' web resource was used to help identify potential sources of pollution.</p> <p>N.B. The What's In Your Backyard map service no longer exists but the data used is available to download from the Environment Agency website.</p>	<p>One or more potential sources of noise, vibration, odour or light pollution are located close to the site but there is sufficient scope to mitigate their impact (i.e. the site is large enough to sufficiently buffer/block the receptor from the source of pollution).</p>	<p>+ / -</p>
<p>11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.</p>	<p>a. Will it increase flood risk elsewhere?</p> <p>d. Does it follow the sequential approach to avoiding higher flood risk areas?</p> <p>e. Does it consider updated climate change allowances?</p> <p>Flood risk assessments must make an allowance for climate change, including anticipated change for:</p> <ul style="list-style-type: none"> • peak river flow by river basin district • peak rainfall intensity • sea level rise • offshore wind speed and extreme wave height <p>Site assessments consider the conclusions of the Level 1 Strategic Flood Risk Assessment (2019).</p>	<p>Site is wholly within flood Zone 1.</p> <p>Between 75-99% of site is within Flood Zone 1.</p> <p>Between 50-74% is within Flood Zone 1.</p> <p>50% or more of the site is in flood zone 2.</p> <p>50% or more of the site is within flood zone 3.</p>
	<p>b. Will it include/encourage integrated drainage and rainwater harvesting?</p> <p>c. Will it increase the use of SUDs?</p> <p>Scoped out of the assessment of all sites.</p> <p>All sites will be required to maintain or reduce existing flow rates from sites, and use SUDs where appropriate.</p> <p>Whilst large sites will have more potential to include SUDs they will also generally require higher levels of mitigation.</p>	<p>++</p> <p>+</p> <p>0</p> <p>-</p> <p>--</p>

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12. Protect and enhance air and water quality and make efficient use of water.	a. Will it contribute to reductions in air quality monitoring pollutants at monitoring locations across the borough? Scores will vary depending on scale and proposed use of a site (e.g. large residential developments, heavy industry, commercial use etc.). Where sites are already developed, consideration has been given as to whether a redevelopment/conversion would have a greater, lesser or neutral impact.		Site development is unlikely to have a negative effect on local air quality.
			Site development is likely to have only a limited negative effect on local air quality that could be mitigated.
			Site development is likely to have a limited negative effect on local air quality that could not be mitigated in full.
			Site development is likely to have a significant negative effect on local air quality that could not be mitigated.
			Site development is likely to have some positive and negative effects on local air quality.
	b. Will it minimise the risk of contamination to ground waters and surface waters? c. Will it protect or contribute to improving the ecological quality of rivers? Most sites would not be affected by this and they would attract a neutral score. All sites will need to be mitigated. Sites which are close to surface waters like the Tees or the Skerne would be more susceptible to contamination. Remediation of brownfield sites could help clean up a site but may also result in contamination during construction. In theory remediating underground tanks or contaminated land will reduce the risk of pollution entering groundwater and surface waters. Consider risks of pollution to groundwater sources - see Environment Agency's Groundwater Source Protection Zones and Groundwater Vulnerability Map.		All other sites.
			Small site (≤2 ha) promoted for employment close to watercourse.
			Large site (>2 ha) promoted for employment close to watercourse.
			Large site (>2 ha) promoted for mixed use/residential development close to watercourse. or Contaminated brownfield site which could be remediated.








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13. Protect and enhance biodiversity and geodiversity.	d. Will it minimise the risk of contamination to locally and nationally designated nature conservation sites? Take into consideration the proximity of sites to nature conservation sites, and the type and scale of development proposed.	<div>0</div>	All other sites.
		<div>-</div>	Small site (≤2 ha) promoted for employment close to a nature conservation site. or Residential sites with a potential to yield 50 or more dwellings close to a nature conservation site.
		<div>++</div>	Large site (>2 ha) promoted for employment close to a nature conservation site.
		<div>+/-</div>	Large site (>2 ha) promoted for mixed use development close to a nature conservation site. or Contaminated brownfield site which could be remediated.
	a. Will it protect and enhance ecological networks and locally/nationally designated nature conservation sites, resulting in net gains for biodiversity? b. Will it protect priority habitats and species and provide for the long term management of important wildlife habitats? f) Will it protect or improve the geomorphological condition of a waterbody? The likely effect of sites on ecology will be considered through a round table discussion between officers from the Planning Policy and Built and Natural Environment teams.	<div>++</div>	Potential for enhancement and net gains to biodiversity.
		<div>+</div>	No designated sites (SSSI, LNR, LWS, LGS), wider ecological network and/or priority habitats and species will be effected by this site.
		<div>0</div>	Moderate biodiversity interest related to site, potential impact of development capable of mitigation.
	National sites in the borough include: - Sites of Special Scientific Importance (SSSI)	<div>-</div>	Some adverse effects on designated sites (SSSI, LNR, LWS, LGS), the wider ecological network and/or priority habitats and species, but appropriate siting/scale or substantial mitigation should enable development.

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<p>Local sites in the borough include:</p> <ul style="list-style-type: none"> - Local Wildlife Sites - Local Nature Reserves <p>The potential impacts of new housing upon such sites may be positive or negative, direct or indirect and short or long term. Cumulative impacts may also occur as a result of the combined effects of more than one housing development. Indirect impacts may be experienced several kilometres distant from new housing e.g. water pollution. The key to assessing these is to understand the potential impact pathways that may exist between the development and sensitive sites.</p> <p>The assessment needs to recognise the pressure placed on sites by new residents. The assessment also considers whether a sites development will help to link existing wildlife friendly areas together, or result in their fragmentation.</p> <p>Impact Risk Zones (IRZs) are a GIS tool that can be used by LPAs to consider whether a proposed development (or allocation) is likely to affect a SSSI. Available via Magic map.</p> <p>With regards to geodiversity, housing development may present opportunities for the enhancement of geological sites e.g. exposure sites in road cuttings, which would contribute to a positive effect.</p> <p>As a result of revisions to the National Planning Policy Framework in 2019, there is an expectation that new developments will deliver net gains for biodiversity. This requirement is reflected in emerging Local Plan Policy ENV 7: Biodiversity and Geodiversity and Development.</p> <p>c. Will it increase the quality and quantity of woodland and tree cover?</p>	<div> <div></div> <div></div> </div> <div> <div></div> <div></div> </div>	<p>Significant adverse effects on designated sites (SSSI, LNR, LWS, LGS), the wider ecological network and/or priority habitats and species that could not be mitigated.</p> <p>Some minor effects on designated sites (SSSI, LNR, LWS, LGS the wider ecological network and/or priority habitats and species, but relatively easy to mitigate for.</p>	<p>Development need not result in the loss of any existing woodland or trees and there is potential for significant woodland creation on site.</p>
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<p>The likely effect of sites on woodland and tree cover will be considered through a round table discussion between officers from the Planning Policy and Built and Natural Environment teams.</p>	<p>d. Will it promote and raise awareness of the enjoyment/benefits of the natural environment and promote access to appropriate sites/the countryside?</p> <p>The assessment need to recognise the pressure placed on sites by new residents.</p>		<p>Development need not result in the loss of any existing woodland or trees.</p>
			<p>Development is likely result in the loss of woodland or trees the impact of which could not be fully mitigated on site.</p>
			<p>Development is likely to result in the loss of ancient woodland, aged or veteran trees and/or trees protected by TPO.</p>
			<p>Development would potentially result in the loss of some woodland or trees, but any loss is likely to be adequately mitigated.</p>
			<p>The site is large enough to incorporate an element of wildlife friendly greenspace which will increase the sites wildlife interest and add to local green infrastructure networks.</p>
			<p>and/or</p> <p>There are opportunities to enhance the PROW network and/or add links to the existing network.</p>
			<p>There is a PROW crossing/close to the site enabling access to the countryside/wildlife friendly greenspace.</p>
			<p>or</p> <p>The site is within 400m of a designated wildlife area or wildlife friendly greenspace.</p>
			<p>There are no PROW crossing/close to the site.</p>
			<p>and</p> <p>The site is over 400m from a designated wildlife area or wildlife friendly greenspace.</p>

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			<p>The sites development would result in the loss of a PROW, designated wildlife area or wildlife friendly greenspace.</p>	
	<p>e. Will it avoid minerals safeguarding areas?</p> <p>Scoped out from the assessment of sites - just because a site may be within a safeguarding area it does not mean that its development will be detrimental.</p>			
14. Protect and enhance green infrastructure of all types.	<p>a. Will it protect existing and / or enhance / create good quality green infrastructure?</p> <p>The likely effect of sites on green infrastructure will be considered through a round table discussion between officers from the Planning Policy and Built and Natural Environment teams.</p>		<p>Site development would result in a net gain in accessible green infrastructure, beyond the direct needs of the development.</p>	
			<p>Site development would deliver significant new accessible green infrastructure to cater for the needs of the development (sites yielding 200+ dwellings) and enhance existing spaces.</p>	
			<p>Site development would deliver new accessible green infrastructure to cater for the needs of the development (sites yielding 20+ dwellings).</p>	
			<p>Site development would result in the loss of existing green infrastructure but is of sufficient size to provide replacement facilities on-site.</p>	
			<p>Site development would result in the loss of existing green infrastructure with limited scope for replacement.</p>	
	<p>b. Will it promote increased access to green infrastructure?</p> <p>Scoped out of site assessments – this would be a duplication of results to SA Objective 1a (open space/sports facility).</p>		<p>Site development would result in the loss of existing green infrastructure but is of sufficient size (200+ dwellings) to replace them on-site and provide additional facilities to support the needs of new residents.</p>	
15. Protect and enhance the character and	<p>a. Will it protect and enhance the quality and character of the landscape?</p>		<p>Low landscape sensitivity with capacity to accept change.</p>	

APPENDIX F: SITE ASSESSMENT RATIONALE

quality of Darlington's landscape.	b. Will it contribute to local distinctiveness and countryside character? The likely effect of sites on the landscape will be considered through a round table discussion between officers from the Planning Policy and Built and Natural Environment teams. Site assessments consider the conclusions of the Darlington Landscape Character Assessment (2015), and the Landscape Sensitivity of Potential Housing Sites in Darlington Borough (2019).		Medium landscape sensitivity with capacity to accept change with appropriate mitigation.
			The site is located within a settlements built up area.
			High landscape sensitivity but with some capacity to accept change with appropriate mitigation.
			High landscape sensitivity with little capacity for change.
			Medium landscape sensitivity with some capacity to accept change with appropriate mitigation.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	a. Will it conserve and enhance designated and non-designated heritage assets, and their settings, and other elements of the historic environment? The likely effect of sites on assets of historic value will be considered through a round table discussion between officers from the Planning Policy and Built and Natural Environment teams. Site assessments consider the conclusions of the Darlington Local Plan Proposed Allocation Sites Heritage Impact Assessment (2019).		Development is likely to enhance or better reveal elements which contribute to the significance of a designated heritage asset.
			Development is likely to enhance or better reveal elements which contribute to the significance of a non-designated heritage asset.
			Development is unlikely to affect any elements which contribute to the significance of a heritage asset.
			Development is likely to harm elements which contribute to the significance of a heritage asset but the harm is capable of mitigation.
			Development is likely to result in harm to elements which contribute to the significance of a heritage asset and there is limited scope for mitigation.

APPENDIX F: SITE ASSESSMENT RATIONALE

	<p>b. Will it promote good design?</p> <p>Scoped out of site assessments – all development will be expected to be of good design.</p> <p>c. Will it maintain separation between the main settlements in the borough and those in surrounding districts?</p>	<div data-bbox="336 1122 384 1234">++</div>	<p>The sites development would maintain the separation between the main settlements in the borough and those in surrounding districts.</p>
		<div data-bbox="440 1122 472 1234">0</div>	<p>Brownfield site.</p>
		<div data-bbox="536 1122 568 1234">--</div>	<p>The sites development reduce the separation between the main settlements in the borough and those in surrounding districts.</p>

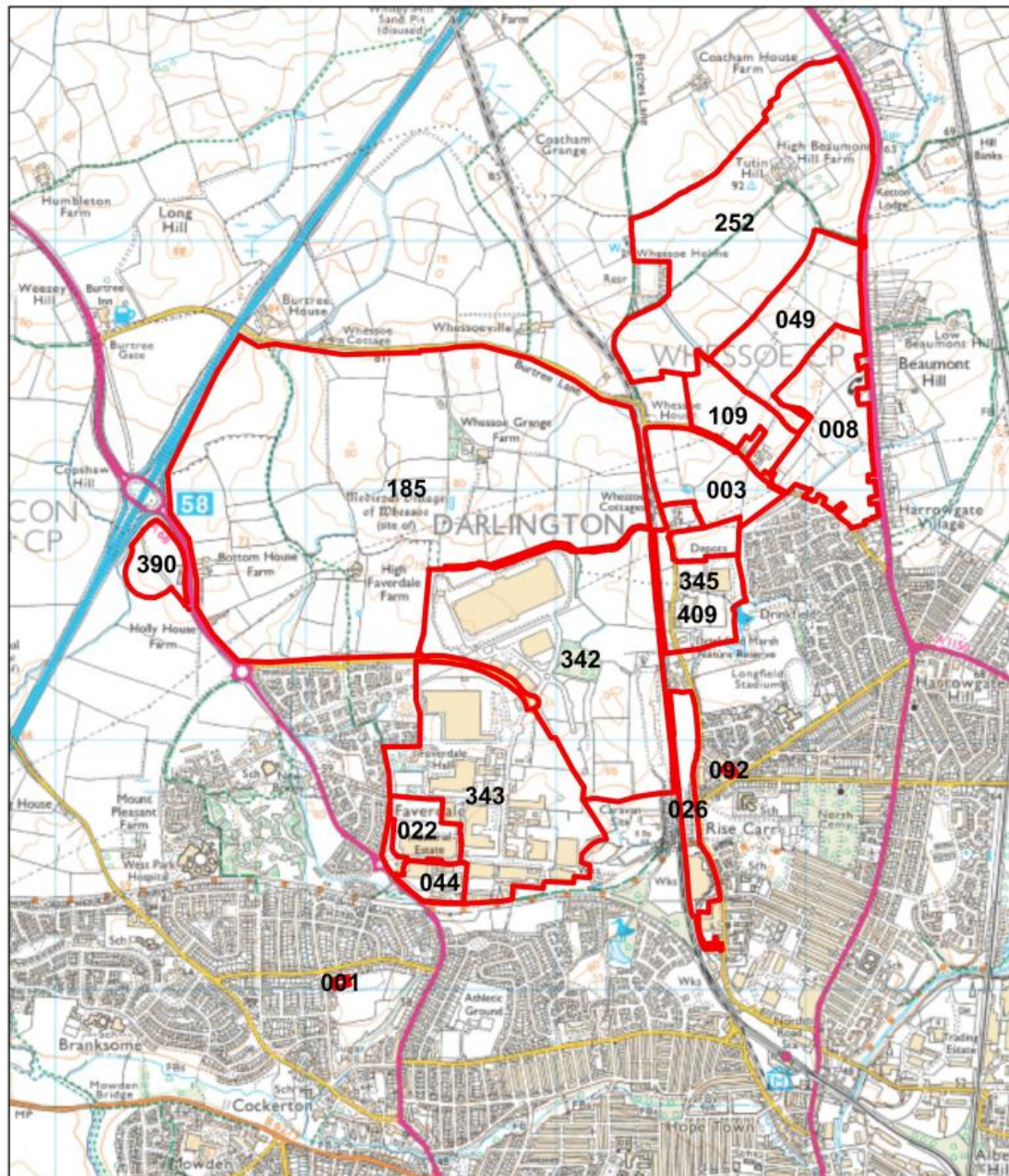
APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

North West Darlington

Picture 1 North West Darlington SA Site Options



North West Darlington Site Assessments



Development site options assessed by SA

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Economic Growth

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APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

Site 1: Alderman Leach

Site Reference	1		Current Use	Open space (disused playing field)	
Site Name	Alderman Leach		Proposed Use	Housing	
			Potential Housing Yield	15	
Site Area (Ha)	0.2		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 400m		Train station	Beyond 1600m	
Secondary school	Within 1200m		GP practice/hospital	Within 800m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 800m	
Employment area	Within 800m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	Urban brownfield location with good access to facilities. Existing footpath and public transport links also good and Cockerton Local centre within a walkable distance. Able to provide an element of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Able to provide an element of affordable housing and help support existing local community facilities. Community facilities in Cockerton accessible including community hall, GP and library. Also well served by public transport.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Good access to open space including West Park to the North. Heath facilities of Cockerton are accessible.

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	SB	Nearest primary school has some existing capacity. Higher education within 2km and can be accessed via good public transport links. Public transport access to higher education would require a change of service in town.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	++	L	LT	P	R	SB	Site is within 400m of a frequent bus service. Access can be taken from existing highway infrastructure via a suitable junction arrangement.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	++	L	LT	P	R	SB	Brownfield site with limited likelihood of contamination.
10. Minimise levels of noise, vibration, odour and light pollution.	++	L	LT	P	R	SB	There are no obvious sources of potential noise, vibration, odour and/or light pollution close to the site.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is entirely within Flood Zone 1. No identified risk of flooding from surface water.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	SB	Site is likely to have a limited effect on local air quality that could be mitigated.
13. Protect and enhance biodiversity and geodiversity.	0	L	LT	P	R	SB	Moderate biodiversity interest related to the site, potential impact of development capable of mitigation. A TPO'd tree is present next to the southwest corner of the site that should be protected.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site development would deliver new green infrastructure to cater for the needs of the development.
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	SB	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	SB	Development is unlikely to affect any elements which contribute to the significance of a heritage asset.
Overall Predicted Effect:	Overall this site is predicted to have positive social and environmental effects. It is well located in relation to existing communities and services. Redevelopment of brownfield land is also encouraged.						
Potential Mitigation:	<ul style="list-style-type: none"> • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

Site 3: Land South of Burtree Lane

Site Reference	3		Current Use	Agricultural land	
Site Name	Land South of Burtree Lane		Proposed Use	Housing	
			Potential Housing Yield	380	
Site Area (Ha)	17.02		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.01	1%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1600m		Train station	Beyond 1600m	
Secondary school	Within 800m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 800m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	0	L	LT	P	R	LA	Within 800m of open space/playing fields, employment area, secondary school and a frequent bus service. Primary School provision is the next closest within 1600m with other services more remote. Connectivity to public transport reasonable but cycle and footpath network is limited. Site offers good opportunities to improve connectivity across the site between Whessoe Road and Burtree Lane. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Site is large enough to contribute to affordable housing use but access to services is limited.

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0	L	LT	P	R	LA	Open space is accessible from the site. Agricultural land will be lost however it is not best and most versatile.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	L	LT	P	R	SB	Higher Education provision within 5km of site. Frequent bus service within 800m but would require a change in the town centre. Harrowgate Hill Primary is the closest school but has no capacity or space for expansion. St Bede's RC Primary School is a similar distance from the site with capacity.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	Site is located within an area of average rates of deprivation and is at no significant risk of major hazard zones.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Not close to existing town or district centres. Public transport links to North Road Local Centre and Town Centre good.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	L	LT	P	R	LA	Site is located between 400m and 800m of a bus route providing a frequent service.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	-	L	LT	P	R	SB	Development would result in the loss of greenfield/agricultural land. Site classified as grade 3 on Agricultural Land Classification – Provisional.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	LA	There are a number of potential uses which could cause amenity issues. Primarily the railway line to the West and employment area to the South. There is also a large Electricity Sub-station to the West of the site. All can likely be mitigated through detailed design.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood Zone 1. No significant risk of flooding from surface water, but site layout and design should consider potential implications of flooding.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	LA	Site is likely to have a limited effect on local air quality that could be mitigated.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	Much of the site is within an area of high interest with regards to Great Crested Newts. Drinkfield Local Nature Reserve to the south of site. Woodland scrub and two areas of wetland on site. Hedgerow boundaries should be retained. Site development could help create links between adjacent green infrastructure and the countryside.

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14. Protect and enhance green infrastructure of all types.	+	L	LT	P	R	SB	Site development would deliver significant new accessible green infrastructure to cater for the needs of the development and enhance existing spaces.
15. Protect and enhance the character and quality of Darlington's landscape.	++	L	LT	P	R	LA	Rural character from Burtree Lane but fairly self-contained in wider landscape. Both landscape and visual sensitivity are considered low for this site. There is some opportunity for carefully sited and designed residential development.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	LA	Close to S&DR route but separated by the road. Potential to contribute towards interpretation.
Overall Predicted Effect:	Site poorly located in relation to existing services however is reasonably well connected to open space, secondary school and public transport services. Site is large enough to provide new facilities to support the needs of residents. The site should be capable of providing a significant amount of affordable housing to help meet local needs and new green infrastructure. Railway line to the West and employment area to the South and large electricity sub-station to the West of the site. All may cause amenity issues but can likely be mitigated through detailed design.						
Potential Mitigation:	<ul style="list-style-type: none"> • Provide landscape screening on the northern boundary of the site. • Retain hedgerows where possible. • Incorporate appropriate measures to minimise the potential impact of the railway line and adjacent employment uses on development • Provide protection to Great Crested Newts and mitigate potential impacts on Drinkfield Local Nature Reserve. • Incorporate the mitigation proposed by the Landscape Sensitivity Study. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

Site 8: Berrymead Farm

Site Reference	8		Current Use	Agricultural Land	
Site Name	Berrymead Farm		Proposed Use	Housing	
			Potential Housing Yield	370	
Site Area (Ha)	21.24		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Beyond 1600m		Train station	Beyond 1600m	
Secondary school	Within 1200m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment area	Within 800m		Open space	Within 800m	
Frequent Bus Service	Within 400m		Playing field	Within 1200m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	Within close proximity to a frequent bus service, employment area and open space however access to wider services more limited. Designated cycle route to the East of the site linking Darlington to Newton Aycliffe employment areas. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site will deliver affordable housing but accessibility to other community facilities is limited.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Open space accessible within 800m with ability to provide additional within the site. Access to existing health services limited, however, public transport links are good. Possibility of providing some allotment areas depending on viability.

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	LA	Public transport access to higher education (within 5km) would require a change of service in town. The nearest existing primary provision is Harrowgate Hill Primary School is at capacity with limited opportunity to expand. Land is proposed to be reserved for a new primary school on the site.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	Site is located within an area of average rates of deprivation and is at no significant risk of major hazard zones.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Not close to existing town or district centres. Public transport links to North Road and Town Centre good.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+/-	L	LT	P	R	LA	Key sustainable transport corridor to the East. Connectivity of bus stops to development will be key. Local access can be provided between Burtree Lane and Beaumont Hill. Site development will have some significant transport/accessibility impacts, including cumulative/widespread impacts that will require substantial new infrastructure to mitigate to acceptable levels. Will require new access junctions from existing adopted highway infrastructure and link from Burtree Lane to A167 to provide alternative traffic routing options and some mitigation.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	-	L	LT	P	R	SB	Greenfield site would result in the loss of Grade 3 agricultural land.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	LA	A167 to the west could cause some noise disturbance and may need mitigation.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood Zone 1. No significant risk of flooding from surface water, but site layout and design should consider potential implications of flooding.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	LA	Site is likely to have a limited effect on local air quality that could be mitigated. White Horse wetland located to the south east of the site.
13. Protect and enhance biodiversity and geodiversity.	0	-	LT	P	R	LA	Beck running through site. Some biodiversity interest on site but capable of mitigation. Southern edge of site alongside Burtree Lane is within an area of interest with regards to Great Crested Newts.
14. Protect and enhance green infrastructure of all types.	+	L	LT	P	R	SB	Site development would deliver significant new accessible green infrastructure to cater for the needs of the development and enhance existing spaces.

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

15. Protect and enhance the character and quality of Darlington's landscape.	+	-	LT	P	R	LA	Attractive and prominent landscape on approach to Darlington from the North. Development would impact on the openness and countryside setting to the town. The landscape on the northern edge of Darlington (southern part of the site) would be less sensitive to development due to proximity to existing settlement along the A167. Narrow ribbon development along the A167 would affect the visual approach into Darlington and should be avoided.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	LA	Development is unlikely to affect any elements which contribute to the significance of a heritage asset.
Overall Predicted Effect:	Site offers good existing access to public transport but is more remote from services The site should be capable of providing a significant amount of affordable housing to help meet local needs and new GI provision. Education provision will be improved through the provision of a site for a new primary school. Loss of agricultural land that is of high landscape sensitivity would require appropriate mitigation. Site development will have some significant transport/accessibility impacts, including cumulative/widespread impacts that will require substantial new infrastructure to mitigate to acceptable levels.						
Potential Mitigation:	<ul style="list-style-type: none"> • Connections to existing cycle and footpath network. • Provide a site for new primary school provision. • Road link between Burtree Lane and Beaumont Hill. • New access junctions from existing adopted highway infrastructure. • Incorporate the mitigation proposed by the Landscape Sensitivity Study. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

Site 22: Land off Faverdale West (Housing)

Site Reference	22		Current Use	Employment land/industrial brownfield site	
Site Name	Land off Faverdale West		Proposed Use	Housing	
			Potential Housing Yield	40	
Site Area (Ha)	1.92		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.28	5%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Beyond 1600m	
Secondary school	Within 1600m		GP practice/hospital	Within 1200m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 800m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	Within close proximity to open space, employment area and a frequent bus service. Local centre, primary school and playing fields within the wider vicinity. Cycle path network to the west of the site. Site should be large enough to negotiate some affordable housing on site.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Site will deliver affordable housing and accessibility to existing facilities is reasonable.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0	L	LT	P	R	LA	Site is well located in relation to access to open space and PROW/cycle routes. Access to healthcare facilities is more remote but accessible by public transport. The site would not be large enough to provide new allotment provision.

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	L	LT	P	R	SB	Just outside the 2km accessibility to higher education but existing sustainable transport links are good with direct access to higher education. West Park Academy has limited capacity and opportunity to expand even should contributions be forthcoming.
5. Improve the safety and security of people and property.	+	L	LT	P	R	SB	Site is located within one of the least deprived areas and at no significant risk of major hazard zones.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	-	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Development for housing would result in the loss of land on a key employment site.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	++	L	LT	P	R	LA	Well located in relation to existing sustainable transport. Bridleway and green corridor to the West of the site. Access can be taken from existing highway infrastructure via a suitable junction arrangement. Transport Statement will be required to fully understand impact of development and how this links into the existing infrastructure. Works to pedestrian/cycle routes required for access and permeability and bus stop improvements.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	++	L	LT	P	R	SB	Brownfield site. Known contamination issues on the site. Site development would result in the remediation of contaminated land.
10. Minimise levels of noise, vibration, odour and light pollution.	-	L	LT	P	R	LA	Location within an existing employment area likely to impact residential amenity with disturbance from noise, light and odour a risk. May restrict future uses in the employment area if residential uses introduced.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is entirely within Flood Zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	SB	Site development is unlikely to have a negative effect on local air quality.
13. Protect and enhance biodiversity and geodiversity.	0	-	LT	P	R	LA	Wooded boundary along and within sites western border. Mature oak trees along northern site boundary should be retained and protected. High quality biodiversity on site, part of a wider ecological network. Much of the site is within an area of interest with regards to Great Crested Newts. Neutral score given on assumption that suggested mitigation implemented, reducing to - - if not part of proposal.

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14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site development would deliver new accessible green infrastructure to cater for the needs of the development.
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	LA	Self-contained site. The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	+	-	LT	P	R	LA	TPO part historic landscape of hall, a non-designated historic asset to north of site. Positive score assumes development avoids northern portion of site and landscape setting of TPO and mature trees enhanced.
Overall Predicted Effect:	Site is well located in relation to existing sustainable transport links. Site could be accessed relatively easily from existing highway infrastructure however further work to understand wider highway impacts will be required. The site should be capable of providing an element of affordable housing to help meet local needs. Development for housing would result in the loss of employment land that could have a negative impact on economic activity, particularly if it leads to restrictions on surrounding uses. Biodiversity interest on site would require mitigation. Brownfield site with known contamination. Site development would result in the remediation of contaminated land.						
Potential Mitigation:	<ul style="list-style-type: none"> Northern halve of site should be retained as part of the offset green infrastructure provision. Trees along sites northern boundary should be retained. Retain and enhance green corridor along the sites western boundary. Remediate contaminated land. Works to pedestrian/cycle routes required for access and permeability and bus stop improvements. Make suitable provision for the education needs of new residents. Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 22: Land off Faverdale West (Employment)

Site Reference	22		Current Use	Employment land/industrial brownfield site	
Site Name	Land off Faverdale West		Proposed Use	Employment	
			Potential Housing Yield	n/a	
Site Area (Ha)	1.92		Potential Employment Yield	15,000 m ²	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.28	5%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Beyond 1600m	
Secondary school	Within 1600m		GP practice/hospital	Within 1200m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 800m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	Site proposed for employment development. Good access to the PROW and Cycle network.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site has reasonable access to local community and cultural facilities. Site would provide employment opportunities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0	L	LT	P	R	LA	Site is well located in relation to access to open space and PROW/cycle routes. Access to healthcare facilities is more remote but accessible by public transport. Brownfield site not large enough to provide allotments as part of development.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	LA	Just outside the 2km accessibility to higher education but existing sustainable transport links are good with a direct service. Employment site that has potential to create/support vocational training.
5. Improve the safety and security of people and property.	+	L	LT	P	R	SB	Site is located within one of the least deprived areas and at no significant risk of major hazard zones.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	+	L	LT	P	R	LA	Site offers almost 2 ha of employment land well served by public and sustainable transport.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	LA	Well located for employment uses with good public and sustainable transport links. Opportunity to provide multiple points of access. Transport Assessment will be required to fully understand impact of development. Potential mitigation required to A68 Faverdale Roundabout. Works to pedestrian/cycle routes also required for access and permeability and bus stop improvements.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards.
9. Make the most efficient use of land and property.	+	L	LT	P	R	SB	Brownfield site. Dependent on employment uses, known contamination on site could be remediated but replaced with new issues.
10. Minimise levels of noise, vibration, odour and light pollution.	++	L	LT	P	R	LA	Existing employment area.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is entirely within Flood Zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	0	-	LT	P	R	LA	Will depend on type of use on site. Industrial uses will have more impact than office.
13. Protect and enhance biodiversity and geodiversity.	0	-	LT	P	R	LA	Wooded boundary along and within sites western border. Mature oak trees along northern site boundary should be retained and protected. High quality biodiversity on site, part of a wider ecological network. Much of the site is within an area of interest with regards to Great Crested Newts. Neutral score given on assumption that suggested mitigation implemented, reducing to - - if not part of proposal.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site development would deliver new accessible green infrastructure to cater for the needs of the development.

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15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	LA	Self-contained site. The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	+	-	LT	P	R	LA	TPOs are part of the historic landscape of former Faverdale Hall, a non-designated historic asset to north of site. Positive score assumes development avoids northern portion of site and landscape setting of TPO and mature trees enhanced.
Overall Predicted Effect:	Site is well located in relation to existing sustainable transport links. Site could be accessed relatively easily from existing highway infrastructure however further work to understand wider highway impacts will be required. Biodiversity interest on site would require mitigation. Brownfield site with known contamination. Site development would result in the remediation of contaminated land.						
Potential Mitigation:	<ul style="list-style-type: none"> Northern have of site should be retained as part of the offset GI provision. Trees along sites northern boundary should be retained. Retain and enhance green corridor along the sites western boundary. Incorporate appropriate measures to minimise the potential impact of light/noise/odour generated by activities on the site. Noise buffers to residential properties to the West dependent on type of use proposed. Remediate contaminated land. Potential mitigation required to A68 Faverdale Roundabout. Works to pedestrian/cycle routes also required for access and permeability and bus stop improvements. Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 26: Former Corus Site, Whessoe Road

Site Reference	26		Current Use	Brownfield land	
Site Name	Former Corus Site, Whessoe Road		Proposed Use	Housing	
			Potential Housing Yield	250	
Site Area (Ha)	7.26		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 400m		Train station	Within 1600m	
Secondary school	Within 800m		GP practice/hospital	Within 1200m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 1200m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	++	L	LT	P	R	LA	Located in close proximity to Open Space, Playing Fields, education and employment. Well served by public transport. Limited cycle routes but site could improve connectivity although East Coast Mainline to the West provides a major barrier. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Distance from a Local Centre proves restrictive. Public and sustainable transport access is good.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0	L	LT	P	R	LA	Adjacent to North Park which will encourage physical activity but access but lack of healthcare facilities within the vicinity. Public transport access will assist.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	L	LT	P	R	SB	Half of the site within 2km of Higher Education provision. The nearest existing primary provision is Harrowgate Hill Primary School is at capacity with limited opportunity to expand.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	Site is located within an area of average rates of deprivation and is at no significant risk of major hazard zones.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site is not close to a town or local centre but is large enough to provide a new local centre at an appropriate scale to serve the needs of the development. Site promoted purely for non-employment/commercial use.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	L	LT	P	R	LA	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Site development will have some significant transport/accessibility impacts, including cumulative/widespread impacts that will require substantial new infrastructure to mitigate to acceptable levels. Potential localised impact at Whessoe Road/Otley Terrace mini roundabout which could be difficult to mitigate. Impacts also at A167/Whessoe Road signalised junction, Longfield Road/North Road junction and Thompson Street/North Road junction. Potential wider impact also felt which would be reviewed as part of assessment work. Works to pedestrian/cycle routes also required for access and permeability and bus stop improvements.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	++	L	LT	P	R	SB	Brownfield site likely to have significant contamination requiring remediation.
10. Minimise levels of noise, vibration, odour and light pollution.	-	L	LT	P	R	LA	Railway line immediately to the West will cause noise and potentially vibration requiring mitigation.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood Zone 1. No significant risk of flooding from surface water, but site layout and design should consider potential implications of flooding.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	LA	Site development is unlikely to have a negative effect on local air quality.
13. Protect and enhance biodiversity and geodiversity.	0	-	LT	P	R	LA	Potential for protected species on site (such as bats and breeding birds). Most of the site is within an area of high/medium interest with regards to Great Crested Newts. Site development could help to create a green corridor alongside the rail line.

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14. Protect and enhance green infrastructure of all types.	+	L	LT	P	R	SB	Site development would deliver significant new accessible green infrastructure to cater for the needs of the development and enhance existing spaces.
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	SB	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	+	-	LT	P	R	LA	Development would need to retain a buffer to line of Stockton and Darlington railway providing access, landscaping and interpretation. Boundary walls along Whessoe Road should be retained. Retention of club building on corner of Elmtree Street and Wessoe Road. Consideration should be given to the retention of any non-designated heritage structures that are identified on site related to the railway line (including boundary walls and railway structures).
Overall Predicted Effect:	Substantial brownfield site which has previously had permission for housing. Site is close to an existing bus route offering access to a range of services. The site should be capable of providing a significant amount of affordable housing to help meet local needs. Likely issues in terms of remediating contaminated land and mitigating noise from the railway line. Education capacity in this area is limited.						
Potential Mitigation:	<ul style="list-style-type: none"> • Incorporate appropriate measures to minimise the potential impact of noise and vibration from the railway line to the West. • Retain a buffer to the S&DR railway line providing access, landscaping and interpretation. • Likely significant contamination on site requiring remediation. • Highway mitigation works likely to be required. • Works to pedestrian/cycle routes also required for access and permeability and bus stop improvements. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 44: North of Black Path, Faverdale

Site Reference	44		Current Use	Brownfield land/employment use	
Site Name	North of Black Path, Faverdale		Proposed Use	Employment	
			Potential Housing Yield	n/a	
Site Area (Ha)	3.76		Potential Employment Yield	8,000 m ²	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.02	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	1.60	42%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Beyond 1600m	
Secondary school	Within 1600m		GP practice/hospital	Within 1200m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 800m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	Site proposed for employment development. Access to PROW and cycle network is good.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site would provide employment opportunities. Site has reasonable access to local community and cultural facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0	L	LT	P	R	LA	Site is well located in relation to open space, and sustainable transport which could encourage a healthier lifestyle even for employment use. Brownfield site not large enough to provide allotments as part of development.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	DW	Within 2km of higher education provision with good access to public transport and direct public transport links. Employment site that has potential to create/support vocational training.
5. Improve the safety and security of people and property.	+	L	LT	P	R	SB	Site is located within one of the least deprived areas and at no significant risk of major hazard zones.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	++	L	LT	P	R	LA	Site greater than 2 ha and well located in relation to highway infrastructure and existing employment. Unlikely to contribute directly to supporting the town centre but may have marginal benefits to nearest local centres of Cockerton and West Park.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	LA	Located within close proximity to a frequent bus service. Access can be taken from existing highway infrastructure via a suitable junction arrangement. Transport Assessment will be required to fully understand impact of development.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards. Site is large enough that it should support energy efficient development and vehicle charge points.
9. Make the most efficient use of land and property.	+	L	LT	P	R	SB	Site is largely cleared but may have some contamination requiring remediation. Would result in the loss of some open space.
10. Minimise levels of noise, vibration, odour and light pollution.	++	L	LT	P	R	LA	No obvious source of pollution other than existing employment uses. Would keep such uses more contained.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	+	L	LT	R	R	LA	Site is within flood zone 1 (although there is some flood zone 2/3 abutting the South West boundary which may need consideration.
12. Protect and enhance air and water quality and make efficient use of water.	0	-	LT	P	R	LA	Potential discharge to the watercourse in this area may also require mitigation but unlikely to be effected dependent on proposed use.
13. Protect and enhance biodiversity and geodiversity.	0	L	LT	P	R	SB	Site should be looked at in conjunction with adjacent site to the north, with green infrastructure and biodiversity offset on site to the north (Site ref 22). Trees and amenity space along southern boundary of site should be retained and enhanced. North east edge of site is within an area of interest with regards to Great Crested Newts.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site development would deliver new accessible green infrastructure to cater for the needs of the development.

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15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	SB	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	SB	Development is unlikely to affect any elements which contribute to the significance of a heritage asset.
Overall Predicted Effect:	This site has a number of positive environmental, social and economic benefits for employment uses. It is well located in relation to the existing public transport network and wider links to the strategic highway network. Brownfield site.						
Potential Mitigation:	<ul style="list-style-type: none"> • Potential mitigation required to A68 Faverdale Roundabout. • Works to pedestrian/cycle routes also required for access and permeability and bus stop improvements. • Incorporate appropriate measures to minimise the potential impact of light/noise/odour generated by activities on the site. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 49: Berrymead Farm, Phase 2

Site Reference	49		Current Use	Agricultural land	
Site Name	Berrymead Farm, Phase 2		Proposed Use	Housing	
			Potential Housing Yield	514	
Site Area (Ha)	21.0		Potential Employment Yield	N/A	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Beyond 1600m		Train station	Beyond 1600m	
Secondary school	Within 1600m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment area	Within 1200m		Open space	Within 1200m	
Frequent Bus Service	Within 400m		Playing field	Within 1600m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	++	L	LT	P	I	DW	The site is not currently well served by services and facilities but is capable of providing a range of local services and facilities to meet the needs of residents as part of development. Well connected to existing footpaths, cycle routes and public transport and provides the opportunity to create new routes/services strengthening connections with surrounding areas. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site is not close to key community and cultural facilities. Able to provide an element of affordable housing and help support existing local community facilities.

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3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0	L	LT	P	R	LA	Site has good access to PROW/cycle network and is large enough to accommodate significant new green infrastructure provision. Closest GP practice is situated some distance from the site. Greenfield site not large enough to provide allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	LA	Access to a bus route with frequent service to higher education facilities in Darlington (requires changing buses in Darlington). Within 5km of a higher education establishment. Large site that has the potential to create/support vocational training. There is currently no spare capacity at the local primary school and the school building/site has no capacity for expansion. Large site that has the potential to create/support vocational training through the construction and marketing process.
5. Improve the safety and security of people and property.	+	L	LT	P	R	SB	Within 20% least deprived areas under IMD crime domain.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Site is not close to a town or local centre or adjacent to an existing employment area.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+/-	L	LT	P	R	LA	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Site is large enough to potentially provide new facilities on site to serve the needs of the development reducing the need to travel. Site development will have some significant transport/accessibility impacts, including cumulative/widespread impacts that will require substantial new infrastructure to mitigate to acceptable levels.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land and property.	--	L	LT	P	R	SB	Grade 3 agricultural land (ALC - provisional). Entire site is greenfield land. Site is unlikely to contain contaminated land.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	LA	Site lies adjacent to the A167 but there is scope to mitigate.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	+/-	L	LT	P	R	LA	Site is likely to have some positive and negative effects on local air quality. Site is large enough to accommodate

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							additional tree planting and open space. A watercourse crosses the southern corner of the site.
13. Protect and enhance biodiversity and geodiversity.	0	-	LT	P	R	LA	Site development must mitigate for impacts of hedgerows/mature trees and any loss of semi-natural grassland.
14. Protect and enhance green infrastructure of all types.	+	L	LT	P	R	SB	Site development would deliver significant new accessible green infrastructure to cater for the needs of the development and enhance existing spaces.
15. Protect and enhance the character and quality of Darlington's landscape.	-	-	LT	P	R	LA	High landscape sensitivity but with some capacity to accept change with appropriate mitigation.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	-	LT	P	R	LA	Unlikely to affect immediate setting of Grade II Listed stable and cart shed at High Beaumont Hill Farm to the north of the site but located within its wider rural setting. Survey of any traditional agricultural structures on site to determine whether they should be registered as non-designated assets.
Overall Predicted Effect:	Whilst somewhat remote from services and facilities the site has good access into Darlington by way of public transport, walking and cycling. Site is large enough to provide a significant element of affordable housing and lifetime homes. There is currently no capacity at the local primary school but land has been reserved for a new primary school as part of planning permission on land to the south of the site, along with areas of public open space.						
Potential Mitigation:	<ul style="list-style-type: none"> • Retain and enhance existing trees and hedgerows where possible. • Consider need to provide facilities to catering for the day to day needs of residents. • Incorporate appropriate measures to minimise the potential impact of noise from the A167. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 92: Percy Road/Longfield Road

Site Reference	92		Current Use	Employment/commercial use	
Site Name	Percy Road/Longfield Road		Proposed Use	Housing	
			Potential Housing Yield	5	
Site Area (Ha)	0.14		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 400m		Train station	Within 1200m	
Secondary school	Within 400m		GP practice/hospital	Within 1200m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 1200m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	Site well located in relation to education facilities, open space and public transport. Existing cycle routes to the South of the site would offer good connectivity to town centre and employment areas. Small brownfield site unlikely to be able to contribute to affordable housing.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Well located to key facilities apart from district/local centre.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0	L	LT	P	R	LA	Site is well located in relation to open space and public transport but more distant from health facilities. Not large enough to contribute to new provision.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	-	L	LT	P	R	SB	Harrowgate Hill Primary located very close to the site (within 100m). However is at capacity with no opportunity for expansion. Access to Higher Education

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							limited is over 2km from the nearest provision and access via public transport is limited.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	Site is located within an area of average rates of deprivation and is at no significant risk of major hazard zones.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Not close to existing town or district centres. Public transport links to Town Centre good.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	++	L	LT	P	R	SB	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Access can be taken from existing highway infrastructure via a suitable junction arrangement. No traffic generation issues.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	Site not large enough to make significant contribution to low carbon development.
9. Make the most efficient use of land and property.	++	L	LT	P	R	SB	Brownfield site which may have some contamination requiring remediation.
10. Minimise levels of noise, vibration, odour and light pollution.	-	L	LT	P	R	SB	Existing industrial/commercial uses to the North could have detrimental impact on amenity. Proximity will make mitigation difficult.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is within flood zone 1
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	SB	Site is likely to have a limited effect on local air quality that could be mitigated.
13. Protect and enhance biodiversity and geodiversity.	0	L	LT	P	R	SB	On the edge of a Great Crested Newt zone of consideration.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site development would deliver new accessible green infrastructure to cater for the needs of the development.
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	SB	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	SB	Close to Grade II Listed Honey Pot House but development would be unlikely to affect its setting.
Overall Predicted Effect:	Brownfield site currently used for employment. Reasonably well located to existing services and public transport. May have negative impacts on existing employment uses.						
Potential Mitigation:	<ul style="list-style-type: none"> • Works to pedestrian routes required for access and permeability. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 109: East of Whessoe House, Burtree Lane

Site Reference	109		Current Use	Agricultural/residential/farm buildings	
Site Name	East of Whessoe House, Burtree Lane		Proposed Use	Housing	
			Potential Housing Yield	347	
Site Area (Ha)	9.9		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1600m		Train station	Beyond 1600m	
Secondary school	Within 1200m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment area	Within 400m		Open space	Within 800m	
Frequent Bus Service	Within 800m		Playing field	Within 1200m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	0	L	LT	P	R	LA	Site is located in close proximity to employment areas, and open space. Access to primary education, health and local/retail centres is restricted. Access to the cycle network is also limited with little opportunity to improve significantly. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Site is large enough to contribute to affordable housing use but access to services is limited.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0	L	LT	P	R	LA	Open space is accessible from the site. Agricultural land will be lost however it is not best and most versatile.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	L	LT	P	R	SB	Harrowgate Hill Primary is the closest school but has no capacity or space for expansion. St Bede's RC Primary School is a similar distance from the site with capacity. Within 5km of higher education but with no direct access via public transport.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	Site is located within an area of average rates of deprivation and is at no significant risk of major hazard zones.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Not close to existing town or district centres. Public transport links to North Road Local Centre and Town Centre good.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	L	LT	P	R	LA	Site is reasonably close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Access can be taken from existing highway infrastructure via a suitable junction arrangement.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	0	L	LT	P	R	SB	Development would result in the loss of greenfield/agricultural land. Existing dwellings would need to be accommodated within the design or replaced.
10. Minimise levels of noise, vibration, odour and light pollution.	++	L	LT	P	R	LA	There are no obvious sources of potential noise, vibration, odour and/or light pollution close to the site.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood Zone 1. No significant risk of flooding from surface water, but site layout and design should consider potential implications of flooding.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	LA	Site is likely to have a limited effect on local air quality that could be mitigated.
13. Protect and enhance biodiversity and geodiversity.	+	-	LT	P	R	LA	Western and northern edge of site should be used to provide substantial woodland screening to site. Southern part of site within an area of interest with regards to Great Crested Newts.
14. Protect and enhance green infrastructure of all types.	+	L	LT	P	R	SB	Site development would deliver significant new accessible green infrastructure to cater for the needs of the development and enhance existing spaces.
15. Protect and enhance the character and quality of Darlington's landscape.	--	-	LT	P	R	LA	Site prominent in landscape. If developed as stand-alone site this site would be inappropriate to landscape setting. Development would have to be part of larger strategic development. Western and northern edge of sites should be used to provide substantial woodland screening.

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16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	SB	Development is unlikely to affect any elements which contribute to the significance of a heritage asset.
Overall Predicted Effect:	Site is reasonably well located in relation to existing public transport provision however it is remote from existing services. The site should be capable of providing a significant amount of affordable housing to help meet local needs. Site will have a high landscape impact which will be difficult to mitigate. Education capacity is also currently limited but would be improved if a new school is provided as part of the development at Berrymede Farm.						
Potential Mitigation:	<ul style="list-style-type: none"> • Western and northern edge of sites should be used to provide substantial woodland screening to site. • Works to pedestrian/cycle routes required for access and permeability and potential bus stop improvements. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 185: Greater Faverdale Masterplan Area

Site Reference	185		Current Use	Agriculture/farm buildings	
Site Name	Greater Faverdale Masterplan Area		Proposed Use	Mixed use	
			Potential Housing Yield	2,000	
Site Area (Ha)	178.48		Potential Employment Yield	200,000 m ²	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	2.94	2%	Tree Preservation Order	15 TPO'd trees on site	
Flood zone 3	4.05	2%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	1458.41	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1600m		Train station	Beyond 1600m	
Secondary school	Beyond 1600m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 1600m	
Employment area	Within 400m		Open space	Within 1200m	
Frequent Bus Service	Within 1200m		Playing field	Within 1600m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	I	DW	Large mixed use site capable of providing improved connectivity, appropriate services and affordable housing. PROW across site which could be utilised and expanded upon. Nearby cycle routes could also be enhanced. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	++	L	LT	P	R	LA	Large mixed use site located adjacent to existing employment area with facilities to create a new community. Site would provide employment opportunities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Site is adequately served with access to Faverdale Whin Fox Covert Local Nature Reserve, PROW/Cycle Network and is large enough to offer further improvement. Site will result in the loss of Grade 3 (Provisional Land

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							Classification) agricultural land. However, it is a large enough site that could support the provision of allotments to generate local food production.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	L	LT	P	R	DW	Access to higher education limited although a development of this size would likely result in a re-routing of bus services. The nearest Primary School, West Park Academy, currently has limited capacity and limited options for expansion. New provision in the north west area will likely be required. Large mixed use site that has potential to create/support vocational training.
5. Improve the safety and security of people and property.	+	L	LT	P	R	SB	Site is located within one of the least deprived areas in the borough and at no significant risk of major hazard zones.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	+	L	LT	P	R	DW	Large mixed use site would replace some former employment land with residential however this is compensated by a larger overall site than previously allocated. Nearest district centre at West Park is too far to be easily accessible on foot but public transport links to other centres and the Town Centre good and could likely be improved with a development of this size.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+/-	L	LT	P	R	DW	Site is large enough to potentially contribute towards a new/extended bus service, and to provide new facilities on site to serve the needs of the development. Limited development can be enabled from the existing highway network however the site is currently undergoing modelling work to ascertain levels of achievable development and potential mitigation which may include new highway linkages from Rotary Way to Burtree Lane and further afield.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards. Large enough site to support provision of vehicle charging points.
9. Make the most efficient use of land and property.	-	L	LT	P	R	SB	Approximately 22% of the site is grade 3a and 1.3% Grade 2 Agricultural Land
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	LA	There are a number of potential sources of pollution within close proximity and adjacent to the site but there is scope for mitigation. New employment used proposed as part of mixed use development.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	+	L	LT	R	R	LA	Small percentage of site within flood zones 2 and 3 but mitigation should be achievable. No significant risk of

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							flooding from surface water, but site layout and design should consider potential implications of flooding.
12. Protect and enhance air and water quality and make efficient use of water.	+/-	-	LT	P	R	LA	Minor watercourse running across the site North to South that will require mitigation to avoid contamination.
13. Protect and enhance biodiversity and geodiversity.	--	-	LT	P	R	LA	Potential for a significant impact on biodiversity, including Great Crested Newts, low land farming birds and bats. Substantial mitigation required, but possible if included as an integral part of a comprehensive masterplanning approach to the sites development. The Council's Green Infrastructure Strategy includes a proposed local GI corridor crossing the site.
14. Protect and enhance green infrastructure of all types.	+	-	LT	P	R	LA	Site development would deliver significant new accessible green infrastructure to cater for the needs of the development and enhance existing spaces.
15. Protect and enhance the character and quality of Darlington's landscape.	-	-	LT	P	R	LA	The landscape setting of the site has already eroded by route of A1(M) and employment development to south. Not widely visible from the settlement, but does include high ground seen from longer views. The western edge is visible in the approach to Darlington from the north-west. Burtree Lane would require enhancement to form a robust boundary. Site considered to be of high-medium landscape and visual sensitivity. Development has the potential to overwhelm the rural character of this area, and could be highly visible due to its elevated nature.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	-	-	LT	P	R	LA	East boundary of site adjacent to the SDR – Layout should provide a buffer with cycle/pedestrian route, landscaping and interpretation. Section of route will be in the Heritage Action Zone boundary. Grade II Listed Manor House ruins and wall within site. Layout should be informed by a Setting Assessment/Heritage Impact Assessment to ensure that harm to the setting of the listed structures are appropriately mitigated. Within an area of high archaeological potential.
Overall Predicted Effect:	Offers poor access to existing services however a strategic development of this size would be expected to provide its own new services. Site has limited access to the cycle network and connectivity to public transport is currently poor. However, a development of this size would be expected to provide new routes including public transport routes. The site should be capable of providing a significant amount of affordable housing to help meet local needs along with new employment opportunities as part of a mixed use development. Will have significant environmental and landscape impacts owing to its size. The development site is large enough to deliver strategic and accessible GI and associated improvements to connectivity.						
Potential Mitigation:	<ul style="list-style-type: none"> Site would need to be masterplanned and would require extensive engagement with infrastructure and service providers to ensure new development was fully supported. Public transport integration with improved links to town and district centres. Connectivity to cycle and PROW network in need of improvement. Consider the measures recommended by the Heritage Impact Assessment to avoid and/or mitigate harm on the historic environment. 						

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- Layout needs to be informed by a setting assessment of historic assets.
- Significant mitigation required mitigate for impacts on biodiversity.
- Provide new highway links across the site.
- New community facilities required including education, neighbourhood centre, health and significant GI/recreation.
- Incorporate appropriate measures to minimise the potential impact of light/noise/vibration/odour generated by activities on the site, adjacent employment uses, the railway line and the A1(M).
- Provide a suitable buffer to the A1(M) and railway line.
- Avoid area at risk of flooding and incorporate suitable drainage/flood prevention measures.
- Incorporate the mitigation proposed by the Landscape Sensitivity Study.
- Make suitable provision for the education needs of new residents.
- Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space).

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Site 252: Land at High Beaumont Farm

Site Reference	252		Current Use	Agricultural land	
Site Name	Land at High Beaumont Farm		Proposed Use	Housing	
			Potential Housing Yield	1,300	
Site Area (Ha)	65.24		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.02	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	1036.80	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Beyond 1600m		Train station	Beyond 1600m	
Secondary school	Beyond 1600m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment area	Within 1200m		Open space	Within 1600m	
Frequent Bus Service	Within 800m		Playing field	Beyond 1600m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+/-	L	LT	P	I	DW	Remote from most existing services. Well located in relation to access to the key A167 public transport corridor. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Site is large enough to support provision of new community facilities or contribute to delivery of new community infrastructure on adjoining sites.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Good access to green infrastructure and the PROW/cycle network. Site is a long distance from the nearest GP practice. Greenfield site may be large enough to provide allotments as part of development.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	DW	Public transport access to higher education (within 5km) would require a change of service in town. The nearest existing primary provision is Harrowgate Hill Primary School is at capacity with limited opportunity to expand. The reservation of a school site on the Beaumont Hill site (site ref 288) could provide a long term solution. Large site that has the potential to create/support vocational training through the construction and marketing process.
5. Improve the safety and security of people and property.	+	L	LT	P	R	SB	Site is located within one of the least deprived areas and at no significant risk of major hazard zones.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Not close to existing town or district centres. Public transport links to North Road Local Centre and Town Centre good.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+/-	L	LT	P	R	DW	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Site is large enough to potentially provide new facilities on site to serve the needs of the development reducing the need to travel. Site development will have some significant transport/accessibility impacts, including cumulative/widespread impacts that will require substantial new infrastructure to mitigate to acceptable levels. Link road between A167 and Burtree Lane is likely required.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Large enough site to support provision of vehicle charging points.
9. Make the most efficient use of land and property.	-	L	LT	P	R	SB	Site is unlikely to contain contaminated land. Entire site is greenfield land. All of the site is Grade 3 agricultural land (ALC - provisional).
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	LA	A167 to the east and railway line to the west could cause some noise disturbance and may need mitigation.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood Zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	LA	Site is likely to have a limited effect on local air quality that could be mitigated. White Horse wetland, a proposed Local Wildlife Site, is located to the south east of the site.

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13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	Close proximity to Site of Special Scientific Interest (Redcar Field). Site contains a number of mature trees and hedgerow field boundaries (bats/harvest mouse).
14. Protect and enhance green infrastructure of all types.	+	L	LT	P	R	LA	Site development would deliver significant new accessible green infrastructure to cater for the needs of the development and enhance existing spaces.
15. Protect and enhance the character and quality of Darlington's landscape.	--	-	LT	P	R	LA	High landscape sensitivity with little capacity for change.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	--	-	LT	P	R	LA	Contains Grade II Listed stable and cart shed at High Beaumont Hill Farm. Significantly altering the setting of traditional rural farmstead. Likely to have curtilage listed structures. Difficult to mitigate.
Overall Predicted Effect:	Greenfield site that is currently significantly detached from the main urban area. Links to public transport could be improved through the provision of new bus stops on the A167, however access to local services is poor. Development would have significant landscape impacts and would significantly affect the setting of the listed High Beaumont Hill Farm. This site would likely need to deliver a highway link between the A167 and Burtree Lane.						
Potential Mitigation:	<ul style="list-style-type: none"> • Provide a link road between the A167 and Burtree Lane. • Development must protect and enhance the natural and built heritage assets on the site and those in its vicinity. • Provide additional bus stops on A167. • Incorporate appropriate measures to minimise the potential impact of noise from the A167 and railway line. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 342: Faverdale East

Site Reference	342		Current Use	Agriculture/employment/road infrastructure	
Site Name	Faverdale East		Proposed Use	Employment	
			Potential Housing Yield	n/a	
Site Area (Ha)	65.87		Potential Employment Yield	105,000 m ²	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	4 TPO'd trees on site	
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	2.16	3%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1200m		Train station	Beyond 1600m	
Secondary school	Within 800m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 1600m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 800m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+/-	L	LT	P	R	LA	Site proposed for employment development. Existing PROW and cycle network access is reasonable but there are some opportunities to improve in conjunction with site 185.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site is located close to Open Space/Playing Field but more remote from other services. Site would provide employment opportunities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Faverdale Whin Fox Covert open space located in the centre of the site. Cycle path connections already provided on access roads. Brownfield site not suitable to providing allotments as part of development.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	DW	Located within 5 km of higher education with a frequent bus service within 800m that provides direct access to higher education. Employment site that has potential to create/support vocational training.
5. Improve the safety and security of people and property.	+	L	LT	P	R	SB	Located in one of the 20% least deprived wards and not effected by any major industrial hazard sites.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	+	L	LT	P	R	DW	Large employment site within 800m of a frequent bus service. Will have limited direct benefit to town centre and nearest local centres.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	L	LT	P	R	DW	Site located within 800m of a frequent bus service. Site development will have some significant transport/accessibility impacts, including cumulative/widespread impacts that will require substantial new infrastructure to mitigate to acceptable levels.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards. Large enough site to support provision of vehicle charging points.
9. Make the most efficient use of land and property.	0	L	LT	P	R	SB	Industrial and commercial uses may result in contamination. Most of the site is currently greenfield with 33% of the site is Grade 3a agricultural land and 3% Grade 2.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	LA	Railway line immediately to the East of the site may create noise and/or vibration issues for certain uses which could likely be mitigated. Part of existing employment area.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is wholly within flood zone 1. No significant risk of flooding from surface water.
12. Protect and enhance air and water quality and make efficient use of water.	+/-	-	LT	P	R	LA	Large site which could have impact upon air quality dependent on end uses. Is not identified as being vulnerable to groundwater contamination. The Whinnies Local Nature Reserve will require consideration to mitigate potential impacts.
13. Protect and enhance biodiversity and geodiversity.	--	-	LT	P	R	LA	Potential for a significant impact on biodiversity, including Great Crested Newts, low land farming birds and bats. Substantial mitigation is required but possible.
14. Protect and enhance green infrastructure of all types.	+	L	LT	P	R	LA	Green corridor to be provided on site alongside railway line.

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15. Protect and enhance the character and quality of Darlington's landscape.	0	-	LT	P	R	LA	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	-	-	LT	P	R	LA	East boundary of site adjacent to the SDR – Layout should provide a buffer with cycle/pedestrian route, landscaping and interpretation. Section of route will be in the Heritage Action Zone boundary. Part of the site is within an area of high archaeological potential.
Overall Predicted Effect:	Existing employment site with potential access from a number of locations of the existing highway. Has generally positive environmental and economic benefits but does have the potential to impact upon the Whinnies Local Nature Reserve located centrally within the site. Mitigation should be achievable in a site of this size.						
Potential Mitigation:	<ul style="list-style-type: none"> • Provide a green corridor alongside the railway line. • Incorporate appropriate measures to minimise the potential impact of noise and vibration from the railway line, and those generated by potential new activities on the site. • Careful consideration of the sites impact on nature conservation interests including The Whinnies Local Nature Reserve, with appropriate mitigation provided. • Highway mitigation to be informed by modelling work. • An archaeological evaluation of the site may be required prior to development. • A site specific Flood Risk Assessment may be required. • Incorporate appropriate measures to minimise the potential impact of light/noise/odour Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 343: Faverdale Industrial Estate

Site Reference	343		Current Use	Employment	
Site Name	Faverdale Industrial Estate		Proposed Use	Employment	
			Potential Housing Yield	n/a	
Site Area (Ha)	60.32		Potential Employment Yield	6,000 m ²	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.02	0%	Tree Preservation Order	68 TPO'd trees & 1 group TPO	0%
Flood zone 3	0.01	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	3.44	6%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1200m		Train station	Beyond 1600m	
Secondary school	Within 1200m		GP practice/hospital	Within 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 1200m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+/-	L	LT	P	R	LA	Site proposed for employment development. Cycle path network present to the west of the site with PROW to the north and south. Current connections to these routes is relatively poor but there is potential for improvement.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site is located close to Open Space/Playing Field but more remote from other services. Site would provide employment opportunities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Existing employment area well served with open space, public transport and cycle paths. Location in relation to health services limited. Brownfield site not suitable to providing allotments as part of development.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	++	L	LT	P	R	DW	Large site the southern extent of which is within 2km of higher education provision. Public transport connectivity is good with direct access. Employment site that has potential to create/support vocational training.
5. Improve the safety and security of people and property.	+	L	LT	P	R	SB	Site is located within one of the least deprived areas and at no significant risk of major hazard zones.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	++	L	LT	P	R	DW	Site offers 60 ha of employment land well served by public and sustainable transport.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	L	LT	P	R	DW	Well located for employment uses with good public and sustainable transport links. Opportunity to provide multiple points of access.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards. Large enough site to support provision of vehicle charging points.
9. Make the most efficient use of land and property.	+	L	LT	P	R	SB	Site is largely brownfield but dependent on uses any contamination could be remediated but replaced with new issues. A large proportion of the site is Grade 3 agricultural land (ALC - provisional).
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	LA	Part of existing employment area.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood Zone 1. No significant risk of flooding from surface water.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	LA	Will depend on type of use on site. Industrial uses will have more impact than office. Brinkburn Nature Reserve located to the South West of the site.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	Significant number of TPO trees on northern half of site. Development would result in the loss of grassland areas that would be difficult to mitigate for. High level of Great Crested Newt interest on the site.
14. Protect and enhance green infrastructure of all types.	+	L	LT	P	R	LA	Wooded boundary along sites western border and in northern part of site (most of which are covered by TPOs). Mature trees on the site should be retained and protected. High quality brownfield biodiversity on parts of site that form part of a wider ecological network.

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							These areas should be retained and enhanced as part of any future development on the site.
15. Protect and enhance the character and quality of Darlington's landscape.	0	-	LT	P	R	LA	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	+	-	LT	P	R	LA	Needs to respect the setting of Faverdale Hall, a non-designated heritage asset located in northwest corner of the site. TPOs are part of the historic landscape of former Faverdale Hall, a non-designated historic asset to north of site. Positive score assumes development avoids northern portion of site and landscape setting of TPO and mature trees enhanced. Part of the site is within an area of high archaeological potential.
Overall Predicted Effect:	Existing employment site that is well located for links to public transport and readily accessible by highway links. Would have minimal wider environmental impacts provided appropriate mitigation is included as part of development. There are a number of TPO's within the site that would require protection.						
Potential Mitigation:	<ul style="list-style-type: none"> • Potential mitigation required to A68 Faverdale Roundabout. • Works to pedestrian/cycle routes also required for access and permeability and bus stop improvements. • Investigation and remediation of potentially contaminated land. • A site specific Flood Risk Assessment may be required. • Incorporate appropriate measures to minimise the potential impact of light/noise/odour generated by activities on the site. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 345: Drinkfield Industrial Estate

Site Reference	345		Current Use	Employment	
Site Name	Drinkfield Industrial Estate		Proposed Use	Employment	
			Potential Housing Yield	n/a	
Site Area (Ha)	17.0		Potential Employment Yield	2,000 m ²	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	2.25	13%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.27	2%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1200m		Train station	Beyond 1600m	
Secondary school	Within 800m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 800m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+/-	L	LT	P	R	LA	Site proposed for employment development. Access to PROW and cycle network is currently limited but development would provide the opportunity to create new routes/services strengthening connections with surrounding areas.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site is located close to Open Space/Playing Field but more remote from other services. Site would provide employment opportunities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Access to open space/nature conservation could have positive health benefits. No PROW or cycle paths within the vicinity. Site is large enough to accommodate significant new green infrastructure provision. Site is a long

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							distance from the nearest GP practice. Brownfield site not suitable to providing allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	LA	Located within 5 km of higher education however has poor access to public transport with no direct service to higher education provision. Employment site that has potential to create/support vocational training.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	Site is located within an area of average rates of deprivation and is at no significant risk of major hazard zones.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	+	L	LT	P	R	LA	Large employment site within 800m of a frequent bus service. Will have limited direct benefit to town centre and nearest local centres.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	L	LT	P	R	LA	Site has poor access to public transport services. Access can be taken from existing highway infrastructure via suitable junction arrangements. Transport Statement will be required to fully understand impact of development and how this links into the existing infrastructure.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards. Large enough site to support provision of vehicle charging points.
9. Make the most efficient use of land and property.	+	L	LT	P	R	SB	The majority of the site is classified as urban (Post 1988 - ALC). Site development could result in the remediation of potentially contaminated land at the former Whessoe Road landfill site.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	LA	Bishop line immediately to the West of the site may create some noise and/or vibration issues for certain uses which could likely be mitigated. Part of existing employment area.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is wholly within flood zone 1. No significant risk of flooding from surface water.
12. Protect and enhance air and water quality and make efficient use of water.	+/-	-	LT	P	R	LA	May have some impact on air quality dependent on final uses. Not close to a watercourse and not identified as being vulnerable to groundwater contamination. Landfill may need remediation.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	Site is within an area of high interest with regards to Great Crested Newts. Drinkfield Local Nature Reserve is located to the south of the site. Woodland scrub and two areas of wetland on site. Hedgerow boundaries

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							should be retained. Site development could help to enhance links between existing wildlife friendly areas and the countryside.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site development would deliver new accessible green infrastructure to cater for the needs of the development.
15. Protect and enhance the character and quality of Darlington's landscape.	+/-	-	LT	P	R	LA	Rural character from Burtree Lane but fairly self-contained in wider landscape.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	-	L	LT	P	R	LA	West boundary of site adjacent to the S&DR – Layout should provide a buffer with cycle/pedestrian route, landscaping and interpretation. Section of route will be in the Heritage Action Zone boundary.
Overall Predicted Effect:	Existing employment site that is poorly located in relation to services but has adequate access to public transport with a frequent service within 800m. Would have minimal wider environmental impacts although impacts on Drinkfield Marsh and protected species would require further consideration.						
Potential Mitigation:	<ul style="list-style-type: none"> • Works to pedestrian/cycle routes also required for access and permeability. • Provide protection to Great Crested Newts and potential impact on Drinkfield Marsh Local Nature Reserve may need mitigation. • Incorporate appropriate measures to minimise the potential impact of light/noise/odour generated by activities on the site and from the railway line. • A site specific Flood Risk Assessment may be required. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 390: West Park Garden Village – North (Housing)

Site Reference	390		Current Use	Agriculture/farm buildings	
Site Name	West Park Garden Village - North		Proposed Use	Housing	
			Potential Housing Yield	150	
Site Area (Ha)	5.54		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1200m		Train station	Beyond 1600m	
Secondary school	Beyond 1600m		GP practice/hospital	Within 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 800m	
Employment area	Within 400m		Open space	Within 1200m	
Frequent Bus Service	Within 400m		Playing field	Within 1200m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	0	L	LT	P	R	LA	Site within close proximity to public transport route however nearest bus stop is around 700m away. Opportunities limited to improve access until remainder of West Park Garden Village is developed. Access to Employment and Local Centre good but would require creation of safe access. Site is not well served by PROW or Cycle Network but this could be improved in conjunction with the wider West Park Garden Village proposal. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Able to provide an element of affordable housing. Site is accessible to a limited range of community facilities.

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3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	-	L	LT	P	R	LA	Access to existing open space and health care provision limited.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	L	LT	P	R	SB	Site is within 5km of a higher education facility but would require improved connectivity to public transport. The nearest Primary School is West Park Academy has some limited capacity but few options to expand.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	Site is located within an area of average rates of deprivation and is at no significant risk of major hazard zones.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Site is not adjacent to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	-	L	LT	P	R	LA	Site is located within 400m of a frequent bus service however getting access and a safe bus stop may prove difficult so close to the A1 Junction. Highway access would need to be provided via the existing West Park Garden Village.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Large enough site to support provision of vehicle charging points.
9. Make the most efficient use of land and property.	-	L	LT	P	R	SB	Entire site is greenfield land. A large proportion of the site is Grade 3b agricultural land (Post 1988 – ALC).
10. Minimise levels of noise, vibration, odour and light pollution.	-	L	LT	P	R	SB	Noise impact from A1(M) and A68 will require appropriate mitigation.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is wholly within flood zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	LA	May have some impact on air quality dependent on final uses however owing to the proximity of the Strategic Highway Network this is likely to be minimal. Minor watercourse running across the site may require mitigation to prevent contamination.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	SB	The site contains mature hedgerows and trees. A beck runs close to the south west side of the site.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	A lane runs across the site. Site development would deliver new accessible green infrastructure to cater for the needs of the development.
15. Protect and enhance the character and quality of Darlington's landscape.	--	-	LT	P	R	LA	Prominent site in the wider landscape and from the A1(M) and A167, particularly if developed in isolation.

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16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	-	LT	P	R	LA	Development is unlikely to affect any elements which contribute to the significance of a heritage asset.
Overall Predicted Effect:	Greenfield site which forms part of the West Park Garden Village masterplan area. The site is remote from local services that cannot currently be adequately accessed. Access would have to be achieved via West Park Garden Village which is unlikely to be provided for a number of years. The site should be capable of providing a significant amount of affordable housing to help meet local needs. Development is located very close to the A1(M)/A68 Junction 58 which could generate noise and air pollution requiring mitigation for residential uses. Site is quite elevated relative to surroundings so would also have an impact on the surrounding landscape. Overall this site scores poorly in relation to social, environmental and economic impacts.						
Potential Mitigation:	<ul style="list-style-type: none"> • Provide sustainable transport routes to employment areas and local centres. • Noise from A1(M) and A68 will require appropriate mitigation. Most likely in the form of buffers. • Drainage channel across site may require mitigation to prevent contamination. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 390: West Park Garden Village – North (Employment)

Site Reference	390		Current Use	Agriculture/farm buildings	
Site Name	West Park Garden Village - North		Proposed Use	Employment	
			Potential Housing Yield	N/A	
Site Area (Ha)	5.54		Potential Employment Yield	4,000 sqm	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1200m		Train station	Beyond 1600m	
Secondary school	Beyond 1600m		GP practice/hospital	Within 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 800m	
Employment area	Within 400m		Open space	Within 1200m	
Frequent Bus Service	Within 400m		Playing field	Within 1200m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+/-	L	LT	P	R	LA	Site proposed for employment development. Site is not well served by PROW or Cycle Network but this could be improved in conjunction with the wider West Park Garden Village proposal.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site would provide employment opportunities. Site is not close to key community and cultural facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	-	L	LT	P	R	LA	Access to existing open space and health care provision is limited. Site is not large enough to provide allotments as part of development.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	LA	Site is within 5km of a higher education facility but would require improved connectivity to public transport. This site could support some opportunities for vocational training.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	Site is located within an area of average rates of deprivation and is at no significant risk of major hazard zones.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	+	L	LT	P	R	LA	Site promoted for employment use but would require improvements to access public transport. Site promoted for employment use located adjacent to an existing employment area. Site is not adjacent to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	-	L	LT	P	R	LA	Site is located within 400m of a frequent bus service however getting access and a safe bus stop may prove difficult so close to the A1 Junction. Highway access would need to be provided via the existing West Park Garden Village.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards. Large enough site to support provision of vehicle charging points.
9. Make the most efficient use of land and property.	-	L	LT	P	R	SB	Entire site is greenfield land. A large proportion of the site is Grade 3b agricultural land (Post 1988 – ALC).
10. Minimise levels of noise, vibration, odour and light pollution.	-	L	LT	P	R	LA	Noise impact from A1(M) and A68 will require appropriate mitigation.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is wholly within flood zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	0	-	LT	P	R	LA	May have some impact on air quality dependent on final uses however owing to the proximity of the Strategic Highway Network this is likely to be minimal. Minor watercourse running across the site may require mitigation to prevent contamination.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	SB	The site contains mature hedgerows and trees. A beck runs close to the south west side of the site.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	A lane runs across the site. Site development would deliver new accessible green infrastructure to cater for the needs of the development.
15. Protect and enhance the character and quality of Darlington's landscape.	--	-	LT	P	R	LA	Prominent site in the wider landscape and from the A1(M) and A167, particularly if developed in isolation.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	-	LT	P	R	LA	Development is unlikely to affect any elements which contribute to the significance of a heritage asset.

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Overall Predicted Effect:	Greenfield site which forms part of the West Park Garden Village masterplan area The site is remote from local services that cannot currently be adequately accessed. Access would have to be achieved via West Park Garden Village which is unlikely to be provided for a number of years and could provide conflicts with certain employment uses. Development is located very close to the A1(M)/A68 Junction 58. Site is quite elevated relative to surroundings so would also have an impact on the surrounding landscape. Overall this site scores poorly in relation to social, environmental and economic impacts.
Potential Mitigation:	<ul style="list-style-type: none"> • Provide sustainable transport routes to employment areas and local centres. • Noise from A1(M) and A68 will require appropriate mitigation. Most likely in the form of buffers. • Drainage channel across site may require mitigation to prevent contamination. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space).

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Site 409: Drinkfield Industrial Estate

Site Reference	409		Current Use	Employment	
Site Name	Drinkfield Industrial Estate		Proposed Use	Employment	
			Potential Housing Yield	n/a	
Site Area (Ha)	13.5		Potential Employment Yield	2,000 m ²	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	2.25	13%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.27	2%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1200m		Train station	Beyond 1600m	
Secondary school	Within 400m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment opportunities	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 800m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+/-	L	LT	P	R	LA	Site proposed for employment development. Access to PROW and cycle network is currently limited but development would provide the opportunity to create new routes/services strengthening connections with surrounding areas.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site is located close to open space/playing field but more remote from other services. Site would provide employment opportunities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Access to open space/nature conservation could have positive health benefits. No PROW or cycle paths within the vicinity. Site is large enough to accommodate significant new green infrastructure provision. Site is a long

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

							distance from the nearest GP practice. Brownfield site not suitable to providing allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	LA	Located within 5 km of higher education however has poor access to public transport with no direct service to higher education provision. Employment site that has potential to create/support vocational training.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	Site is located within an area of average rates of deprivation and is at no significant risk of major hazard zones.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	+	L	LT	P	R	LA	Large employment site within 800m of a frequent bus service. Will have limited direct benefit to town centre and nearest local centres.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	L	LT	P	R	LA	Site has poor access to public transport services. Access can be taken from existing highway infrastructure via suitable junction arrangements. Transport Statement will be required to fully understand impact of development and how this links into the existing infrastructure.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards. Large enough site to support provision of vehicle charging points.
9. Make the most efficient use of land.	+	L	LT	P	R	SB	The majority of the site is classified as urban (Post 1988 - ALC). Site development could result in the remediation of potentially contaminated land at the former Whessoe Road landfill site.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	LA	Bishop line immediately to the West of the site may create some noise and/or vibration issues for certain uses which could likely be mitigated.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is wholly within flood zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	+/-	-	LT	P	R	LA	May have some impact on air quality dependent on final uses. Not close to a watercourse and not identified as being vulnerable to groundwater contamination. Landfill may need remediation.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	Site is within an area of high interest with regards to Great Crested Newts. Drinkfield Marsh Local Nature Reserve is located to the south of site. Woodland scrub and two areas of wetland on site. Hedgerow boundaries should be retained. Site development could help

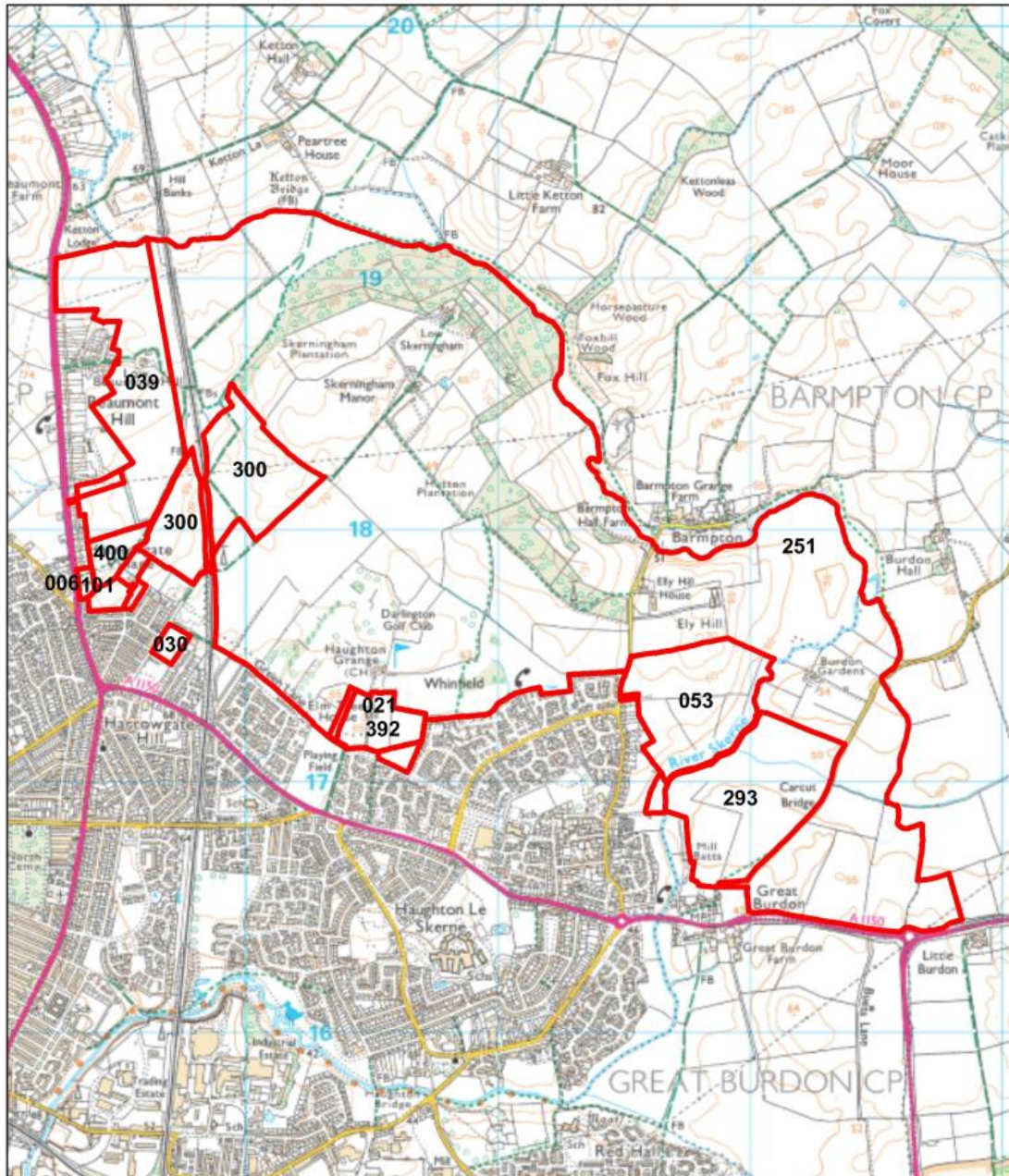
APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

							to enhance links between existing wildlife friendly areas and the countryside.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site development would deliver new accessible green infrastructure to cater for the needs of the development.
15. Protect and enhance the character and quality of Darlington's landscape.	+/-	-	LT	P	R	LA	Rural character from Burtree Lane but fairly self-contained in wider landscape.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	-	L	LT	P	R	LA	West boundary of site adjacent to the S&DR. Layout should provide a buffer with cycle/pedestrian route, landscaping and interpretation. Section of route will be in the Heritage Action Zone boundary.
Overall Predicted Effect:	Existing employment site that is poorly located in relation to services but has adequate access to public transport with a frequent service within 800m. Would have minimal wider environmental impacts although impacts on Drinkfield Marsh Local Nature Reserve (LNR) and protected species would require further consideration.						
Potential Mitigation:	<ul style="list-style-type: none"> • Works to pedestrian/cycle routes also required for access and permeability. • Provide protection to Great Crested Newts and potential impact on Drinkfield Marsh LNR may need mitigation. • Incorporate appropriate measures to minimise the potential impact of light/noise/odour generated by activities on the site and from the railway line. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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North East Darlington

Picture 2 North East Darlington SA Site Options



North East Darlington Site Assessments

Development site options assessed by SA

Plan produced by the Planning Policy Section,
Economic Growth

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Site 6: Land East of The White Horse, A167

Site Reference	6		Current Use	Open space	
Site Name	Land East of The White Horse, A167		Proposed Use	Housing	
			Potential Housing Yield	8	
Site Area (Ha)	0.69		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.05	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1200m		Train station	Beyond 1600m	
Secondary school	Within 800m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment area	Within 800m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	Site is well located in relation to access to Public and Sustainable Transport, Open Space and a Playing field with a secondary school and employment areas also within the locality.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Access to Primary Schools and Local Centres limited.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0	L	LT	P	R	LA	PROW immediately to the North of the site. Cycle path runs to the West of the site on the A167. Access to health facilities limited and site not large enough to contribute to allotment provision.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	L	LT	P	R	SB	Located within 5km of higher education with good transport links. Harrowgate Hill Primary School is the nearest non-Catholic school which currently has no capacity and limited options for expansion however St Bede' RC Primary is the closer and currently has significant available capacity.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security. An electric substation is located on the site.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	++	L	LT	P	R	SB	Site is within 400m of a frequent bus service. Access can be taken from existing highway infrastructure via a suitable junction arrangement for a limited number of properties.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	+	L	LT	P	R	SB	Site is primarily greenfield and unlikely to be effected by contamination. Agricultural land of low value.
10. Minimise levels of noise, vibration, odour and light pollution.	-	L	LT	P	R	SB	Sub-station in the centre of the site will require adequate mitigation.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is wholly within flood zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	SB	Site is unlikely to have a significant effect on air or water quality.
13. Protect and enhance biodiversity and geodiversity.	0	L	LT	P	R	LA	A PROW crosses the site. The site is adjacent to the White Horse proposed Local Wildlife site. Potential impact of development capable of mitigation.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	The site is next to the Lime Avenue recreation ground. Site development would deliver new green infrastructure to cater for the needs of the development.
15. Protect and enhance the character and quality of Darlington's landscape.	-	L	LT	P	R	LA	Street trees are present along the road frontage. Views out of urban edge would be lost as a result of development.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	-	LT	P	R	LA	Development is unlikely to affect any elements which contribute to the significance of a heritage asset.
Overall Predicted Effect:	Site is well located in relation to a number of services however access to education and local retail is restricted. On-site substation is unlikely to be relocated so design and potentially amenity of a proposal on this site would likely be compromised. Loss of street trees to access development would have a negative environmental and visual effect.						

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Potential Mitigation:

- On site substation will require relocation or incorporation within a development with necessary mitigation.
- Route of PROW should be retained and enhanced as part of development.
- Make suitable provision for the education needs of new residents.
- Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space).

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

Site 21: Elm Tree Farm

Site Reference	21		Current Use	Agricultural land	
Site Name	Elm Tree Farm		Proposed Use	Housing	
			Potential Housing Yield	80	
Site Area (Ha)	6.56		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	178.66	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Beyond 1600m	
Secondary school	Within 800m		GP practice/hospital	Within 800m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 800m	
Employment area	Within 1600m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	++	L	LT	P	R	LA	Good access to a frequent bus service and open space/playing within the wider vicinity. There is access to primary and secondary education local centre and GP within 800m. Existing cycle route to the south of the site which could be extended across the site. Able to provide an element of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Site is large enough to contribute to affordable housing need and has a good range of services within 800m.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Good access to open space/playing field, cycle/PROW network and health facilities.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	L	LT	P	R	SB	Higher Education is over 2km from the site but public transport access is good. Whinfield Primary School is the closest school with some limited capacity at present.
5. Improve the safety and security of people and property.	+	L	LT	P	R	SB	Site is located within one of the least deprived areas and at no significant risk of major hazard zones.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Not close to existing town centre but Whinfield Local Centre (within 800m) may see some benefit.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	LA	Access can be taken from existing highway infrastructure via a suitable junction arrangement. Transport Assessment will be required to fully understand impact of development.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	-	L	LT	P	R	SB	Development of the site would result in the loss of agricultural land, however, none of this land is best and most versatile. Unlikely to have significant contamination.
10. Minimise levels of noise, vibration, odour and light pollution.	++	L	LT	P	R	SB	There are no obvious sources of potential noise, vibration, odour and/or light pollution close to the site.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is entirely within Flood Zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	LA	Site is unlikely to have a significant effect on air or water quality.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	Mature trees and hedges on site boundaries. Historic track across site. Old farm buildings could contain biodiversity interest.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site contains areas of amenity green space. Site development would deliver new accessible green infrastructure to cater for the needs of the development.
15. Protect and enhance the character and quality of Darlington's landscape.	+	-	LT	P	R	LA	High landscape sensitivity but with some capacity to accept change with appropriate mitigation. The southern part of the site adjacent Sparrow Hall Drive exhibits slightly higher landscape sensitivity due to the relationship with the existing settlement opposite. The central and western parts of the site are more visually contained by localised planting and would represent a lower degree of landscape and visual sensitivity to potential development.

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16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	-	LT	P	R	LA	Retain and convert older farm buildings where possible. Keep route of Green Lane, a historic track.
Overall Predicted Effect:	Good access to a range of services and site large enough to contribute towards affordable housing need. Education provision adequate at present but is approaching capacity. The site should be capable of providing an element of affordable housing to help meet local needs. Loss of agricultural land that is of high landscape sensitivity would require appropriate mitigation. There are a number of mature trees and hedgerows on the site which should be protected if possible or appropriate mitigation provided.						
Potential Mitigation:	<ul style="list-style-type: none"> • Mature Trees/Hedgerows should be retained. • Retain and convert older farm buildings where possible. • Keep route of Green Lane, a historic track. • Appropriate landscape mitigation. • Potential mitigation required to A1150/Whinbush Way signalised junction and contribution to Thompson Street East/Whinfield Road roundabout improvement scheme in line with contribution model. • Works to pedestrian/cycle routes also required for access and permeability. • Retain the public right of way on the site in situ or, if required, divert along a suitable alternative safe and attractive route. • Incorporate the mitigation proposed by the Landscape Sensitivity Study. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

Site 30: Land at Glebe Road / Green Lane

Site Reference	30		Current Use	Open space/playing field	
Site Name	Land at Glebe Road / Green Lane		Proposed Use	Housing	
			Potential Housing Yield	44	
Site Area (Ha)	1.26		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	1.26	100%	High Pressure Gas Mains*	0.00	-
Playing fields	0.52	41%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Beyond 1600m	
Secondary school	Within 800m		GP practice/hospital	Within 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 1600m	
Employment area	Within 1200m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	0	L	LT	P	R	LA	Good access to open space, frequent bus services with primary and secondary schools within the wider vicinity (800m). Development would result in the loss of an informal playing pitch. Site has reasonable access to Cycle and PROW network. Site is of sufficient size to make some contribution to affordable housing.
2. Develop vibrant and cohesive communities.	-	L	LT	P	R	LA	Site would result in the loss of an informal play area but could make a contribution towards affordable housing.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	-	L	LT	P	R	LA	Site would result in the loss of open space used for recreation. Health facilities are not located within the vicinity.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	L	LT	P	R	SB	Located within 5km of higher education with good transport links. Harrowgate Hill Primary School is the nearest non-Catholic school which currently has no capacity and limited options for expansion however St Bede' RC Primary is the closer and currently has significant available capacity.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Not close to existing town centre or local centres.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	SB	Access can be taken from existing highway infrastructure via a suitable junction arrangement.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	-	L	LT	P	R	SB	Site would result in the loss of an informal play area.
10. Minimise levels of noise, vibration, odour and light pollution.	++	L	LT	P	R	SB	There are no obvious sources of potential noise, vibration, odour and/or light pollution close to the site.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is entirely within Flood Zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	SB	Site is unlikely to have a significant effect on air or water quality.
13. Protect and enhance biodiversity and geodiversity.	0	L	LT	P	R	SB	Moderate biodiversity interest related to the site, potential impact of development capable of mitigation.
14. Protect and enhance green infrastructure of all types.	--	L	LT	P	R	LA	Site development would result in the loss of existing green infrastructure with limited scope for replacement.
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	SB	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	SB	Development is unlikely to affect any elements which contribute to the significance of a heritage asset.
Overall Predicted Effect:	Poor location in relation to access to services, education and health services. Would also result in the loss of an informal play area. The site should be capable of providing an element of affordable housing to help meet local needs.						
Potential Mitigation:	<ul style="list-style-type: none"> • Potential replacement of recreation space. • Minor mitigation may be required to major route network • Make suitable provision for the education needs of new residents. 						

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

	<ul style="list-style-type: none">• Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space).
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APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

Site 39: East of Beaumont Hill

Site Reference	39		Current Use	Agricultural land	
Site Name	East of Beaumont Hill		Proposed Use	Housing	
			Potential Housing Yield	557	
Site Area (Ha)	31.8		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.83	3%	Tree Preservation Order	0.00	0%
Flood zone 3	0.04	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	581.55	-	Minerals consultation area	11.06	35%
Open space	0.00	0%	High Pressure Gas Mains*		-
Playing fields	0.00	0%	Overhead Powerlines*		-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Beyond 1600m		Train station	Beyond 1600m	
Secondary school	Within 1600m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment area	Within 1600m		Open space	Within 800m	
Frequent Bus Service	Within 800m		Playing field	Within 1600m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	I	DW	Site poorly located in relation to existing services however is well connected to public and sustainable transport and connectivity could be improved to and from a site of this size. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	A site of this size should be capable of making a significant contribution to affordable housing. Provision of publically accessible GI will help to connect the site.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Open space is accessible within 800m to the south of the site however the northern extent is poorly served. PROW access is good and can be enhanced as can access to the cycle route network.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	LA	Located within 5km of higher education with good transport links. Harrowgate Hill Primary School is the nearest non-Catholic school which currently has no capacity and limited options for expansion however St Bede' RC Primary is the closer and currently has significant available capacity. Large site that has the potential to create/support vocational training through the construction and marketing process.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	Part of the site is within the average range of deprivation part is in the least. This is likely owing to the rural nature of the ward boundaries to the North. Scoring is hence neutral in this instance. The site will have no detrimental impact on safety and security. There are no major hazard zones within the vicinity.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Not close to existing town centre or local centres.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	L	LT	P	R	DW	The site is not located within 400m of a bus stop but is large enough to potential to contribute to an enhanced service. Significant highway infrastructure required to mitigate impact of this magnitude of development. Partial build out of the site may be possible without link road over railway line linking to inner relief road.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Site large enough to make provision for electric vehicle charging.
9. Make the most efficient use of land and property.	-	L	LT	P	R	SB	Development of the site would result in the loss of agricultural land, however, none of this land is best and most versatile. Unlikely to have significant contamination. Site within a minerals consultation area.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	LA	Site is located close to the East Coast Main Line to the East which may have impacts of noise and vibration requiring mitigation. The impact of and to Low Beaumont Hill Farm will require further consideration.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	0	L	LT	R	R	LA	Large site with a small section of the north eastern corner of the site in flood zone 2. Mitigation should be achievable.
12. Protect and enhance air and water quality and make efficient use of water.	-	-	LT	P	R	LA	Site is unlikely to have a significant effect on air or water quality. Nature conservation site to the south may suffer some detriment.

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13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	Potential to impact on a proposed wetland Local Wildlife Site adjacent to the site.
14. Protect and enhance green infrastructure of all types.	+	L	LT	P	R	SB	Site development would deliver significant new accessible green infrastructure to cater for the needs of the development and enhance existing spaces.
15. Protect and enhance the character and quality of Darlington's landscape.	-	-	LT	P	R	LA	Contained between exiting row of housing and railway line but visible from the wider landscape.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	SB	Development is unlikely to affect any elements which contribute to the significance of a heritage asset.
Overall Predicted Effect:	Site is poorly located in relation to existing services, however is well connected to public and sustainable transport and connectivity could be improved to and from a site of this size. The site should be capable of providing a significant amount of affordable housing to help meet local needs. Site development would also be able to make significant provision of new green infrastructure. Has potential to negatively impact local wildlife site if not mitigated appropriately. Proximity to East Coast Mainline may also cause some amenity issues for future residents and have some negative impacts on local landscape.						
Potential Mitigation:	<ul style="list-style-type: none"> • Extensive highway mitigation would be required. • Connectivity to public transport and creation of a footpath network to allow permeability to and from Beaumont Hill. • Impact of and to Low Beaumont Hill Farm will require further consideration. • Additional publically accessible GI should be provided in a site of this size. • Green corridor of the Skerne will need protection/enhancement. • Provision of new community facilities to serve the site. • Impact on White Horse Wetland proposed Local Wildlife Site will need further consideration. • Incorporate measure to reduce the potential impact of noise and vibration from East Coast Mainline. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 53: Muscar House Farm

Site Reference	53		Current Use	Agricultural land	
Site Name	Muscar House Farm		Proposed Use	Housing	
			Potential Housing Yield	125	
Site Area (Ha)	21.98		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	1.97	9%	Tree Preservation Order	5 TPO'd trees on site	0%
Flood zone 3	1.72	8%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	714.85	-	Minerals consultation area	10.54	48%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1200m		Train station	Beyond 1600m	
Secondary school	Within 1200m		GP practice/hospital	Within 1200m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 1200m	
Employment area	Beyond 1600m		Open space	Within 400m	
Frequent Bus Service	Within 800m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	++	L	LT	P	R	LA	Site is not particularly well served by existing community facilities but does have access to open space and a frequent bus service within 800m. Access to education, health and retail facilities are within 1200m. The site has reasonable existing access to PROW network and could provide significantly improved connectivity to both PROW and cycle network. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site is located close to an open space but other facilities are more remote. The site will contribute towards affordable housing provision.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0	L	LT	P	R	LA	Close proximity and existing PROW along the Skerne River corridor should help to encourage active lifestyles. Access to health services is more

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							remote. 7% of the site is Grade 2 best and most versatile land (Post 1988 Agricultural land classification).
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	SB	Within 5km of higher education facilities with a direct bus service accessible within 800m. Whinfield Primary School is the closest school with some limited capacity at present.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security. There are no major hazard zones within the vicinity.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Not close to existing town centre or local centres.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	L	LT	P	R	LA	Access can be taken from existing highway infrastructure via a suitable junction arrangement. Transport Assessment will be required to fully understand impact of development. Works required to widen Barmpton Lane to enable access.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	-	L	LT	P	R	SB	Development of the site would result in the loss of agricultural land with 7% of the site is Grade 2 best and most versatile land (Post 1988 Agricultural land classification). Site unlikely to be contaminated. Site within a minerals consultation area.
10. Minimise levels of noise, vibration, odour and light pollution.	++	L	LT	P	R	LA	There are no obvious sources of potential noise, vibration, odour and/or light pollution close to the site.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	+	L	LT	R	R	LA	Around 10% of the site is affected by flood risk however this part of the site would not be suitable to be developed owing to its proximity to the Skerne River green corridor.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	LA	Site is unlikely to have a significant effect on air or water quality however impact on the River Skerne will require further consideration.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	Network of hedgerows and trees on field boundaries. Site provides a buffer to the River Skerne. A number of TPO trees are present along the sites frontage with Barmpton Lane. Potential to enhance the green corridor alongside the River Skerne.
14. Protect and enhance green infrastructure of all types.	+	L	LT	P	R	LA	Site is adjacent to the Barmpton Lane Allotments and an area of green corridor alongside the River Skerne.

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15. Protect and enhance the character and quality of Darlington's landscape.	--	-	LT	P	R	LA	Elevated site prominent in the wider landscape that would be hard to screen.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	SB	Development is unlikely to affect any elements which contribute to the significance of a heritage asset.
Overall Predicted Effect:	Site is not particularly well served by existing community facilities education, health and retail facilities. But does offer reasonable existing access to PROW network and could provide significantly improved connectivity to both PROW and cycle network. The site is large enough to make a significant contribution towards affordable housing needs. It is a prominent location within the landscape and will likely have some localised negative impacts. Loss of agricultural land will also have some negative effects.						
Potential Mitigation:	<ul style="list-style-type: none"> • Works required to widen Barmpton Lane to enable access. Wider impact felt on A1150 corridor and mitigation would be required and impact on A66 corridor would require assessment. • PROW and Cycle Network improvements. • Protection and enhancement of the Skerne River corridor. • Retention of hedgerows and treelines on site. • Avoid area at risk of flooding and incorporate suitable drainage/flood prevention measures. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 101: Land North of Lime Avenue

Site Reference	101		Current Use	Wetland area/playing field/open space/amenities	
Site Name	Land North of Lime Avenue		Proposed Use	Housing	
			Potential Housing Yield	194	
Site Area (Ha)	5.55		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	372.83	-	Minerals consultation area	0.00	0%
Open space	1.59	29%	High Pressure Gas Mains*	0.00	0%
Playing fields	0.00	0%	Overhead Powerlines*	0.00	0%
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1200m		Train station	Beyond 1600m	
Secondary school	Within 800m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment area	Within 800m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	Development of the site to its full extent would result in the loss of a proposed Local Wildlife Site and recreation ground. It would offer access to other open spaces, a frequent bus service, employment and education within 1200m. Cycle connectivity is good and could be improved with a link over the site between the A167 and Glebe Road. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	-	L	LT	P	R	LA	Development of the site to its full extent would result in the loss of a local wildlife site and recreation ground. Site is not large enough to accommodate re-provision.

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3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	-	L	LT	P	R	LA	Site is not located close to health facilities and would result in the loss of open/recreation space. Site not large enough to expand provision of nearby allotments.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	L	LT	P	R	SB	Located within 5km of higher education with good transport links. Harrowgate Hill Primary School is the nearest non-catholic school which currently has no capacity and limited options for expansion however St Bede' RC Primary is the closer and currently has significant available capacity.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security. There are no major hazard zones within the vicinity.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Not close to existing town centre or local centres.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	L	LT	P	R	LA	Access can be taken from existing highway infrastructure (A167) via a suitable junction arrangement for a limited number of properties. Would not like to see a significant increase of traffic on Glebe Road. Transport Assessment will be required to fully understand impact of development.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	-	L	LT	P	R	SB	Development of the site would result in the loss of agricultural land, however, none of this land is best and most versatile. Site is unlikely to contain contaminated land.
10. Minimise levels of noise, vibration, odour and light pollution.	++	L	LT	P	R	LA	There are no obvious sources of potential noise, vibration, odour and/or light pollution close to the site.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood Zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	-	-	LT	P	R	LA	Site is unlikely to have a significant effect on air or water quality. The site contains an area of wetland of interest to nature conservation and development could adversely affect biodiversity.
13. Protect and enhance biodiversity and geodiversity.	--	-	LT	P	R	LA	Much of site is biodiverse wetland with notable species (the White Horse wetland proposed Local Wildlife Site). A PROW crosses the site from the A167.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site includes areas of open space that should be retained and enhanced as part of development.

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15. Protect and enhance the character and quality of Darlington's landscape.	-	-	LT	P	R	LA	Street trees are present along the road frontage. Views out of urban edge would be lost as a result of development. Sticks out from urban edge into countryside.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	SB	Development is unlikely to affect any elements which contribute to the significance of a heritage asset.
Overall Predicted Effect:	Development of the site to its full extent would result in the loss the recreation ground and a proposed Local Wildlife Site. Site development would be able to make significant provision of new green infrastructure. Site has reasonable access to services.						
Potential Mitigation:	<ul style="list-style-type: none"> • Works required to A167 signalised junction and A1150 corridor and contribution to Thompson Street East/Whinfield Road roundabout improvement scheme in line with contribution model. Impact may be felt on A66 corridor. • Works to pedestrian/cycle routes also required for access and permeability. • Further ecological surveys necessary to determine the scope for development on the proposed White Horse Local Wildlife Site. • Retain recreation ground as part of sites development or relocate within site. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 251: Skerningham

Site Reference	251		Current Use	Agricultural land/leisure/farm buildings	
Site Name	Skerningham		Proposed Use	Housing	
			Potential Housing Yield	4,500	
Site Area (Ha)	487.56		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	28.61	6%	Tree Preservation Order	9 TPO'd trees on site	0%
Flood zone 3	24.14	5%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.05	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	4.45	1%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	9530.61	-	Minerals consultation area	317.32	65%
Open space	46.41	9%	High Pressure Gas Mains*	600.61	-
Playing fields	4.85	1%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1600m		Train station	Beyond 1600m	
Secondary school	Beyond 1600m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment area	Beyond 1600m		Open space	Within 800m	
Frequent Bus Service	Within 1200m		Playing field	Within 1600m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	I	DW	Site has good access to cycle and PROW network but poor connectivity to public transport. A strategic development of this size would be expected to provide new routes including public transport routes. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	++	L	LT	P	R	LA	New community facilities required including education, local centre, health and significant GI/recreation.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	++	L	LT	P	R	LA	Existing PROW and Cycle network good but enhancements would be required. New recreation and health facilities would be expected within a development of this size. Allotments could also be provided dependant on local need.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	DW	Within 5km of a higher education establishment. Large site that has the potential to create/support vocational training through the construction and marketing process. This is a large site with the potential to provide a new primary school, if required, as part of its development.
5. Improve the safety and security of people and property.	+/-	L	LT	P	R	SB	Site is located within an area of average rates of deprivation and partly within an area of low deprivation. There are no major hazard zones within the vicinity. A high pressure gas pipe runs alongside the sites eastern boundary and an intermediate pressure pipe crosses the south east corner of the site.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	LA	The development site would be large enough to incorporate some employment and commercial activity but currently is proposed for residential only but would be expected to deliver a mix of uses to support a community of this size.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	L	LT	P	R	DW	A development of this size would be expected to sustain its own bus route. Significant strategic highway infrastructure will be required to mitigate this quantum of development including an inner ring road and potential links to HE northern bypass.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land and property.	-	L	LT	P	R	SB	Would result in a significant loss of greenfield/agricultural land. Former Barmpton Quarry Landfill Site will also require remediation prior to it being suitable for development. Until remediation takes place a suitable standoff for development may be required. The majority of the site is within a minerals consultation area.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	LA	Owing to the size of the site there will be a number of potential sources of pollution which will require mitigation including the East Coast Mainline, roads, agricultural activities, wind turbines. The on-going masterplanning work undertaken by the developer is identifying these sources and appropriate mitigation will be required.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	+	L	LT	R	R	LA	The land near to the Skerne (to the North and East of the site) has areas of flood zone 2 and 3 which would not be suitable for development. The Skerne Valley is also a key Green Infrastructure Corridor that will be required to form an integral part of any development in this area. No significant risk of flooding from

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							surface water, but site layout and design should consider potential implications of flooding.
12. Protect and enhance air and water quality and make efficient use of water.	-	-	LT	P	R	LA	Site development will have a significant effect on local air quality compared to existing agricultural and leisure uses (golf course). The River Skerne could also be susceptible to contamination from development of this scale however mitigation could be incorporated. Skerningham Community Woodland and the proposed Local Wildlife Site could be susceptible to contamination and would require appropriate mitigation.
13. Protect and enhance biodiversity and geodiversity.	--	-	LT	P	R	LA	Site intersects with a Local Wildlife Site (Oxbow Lake) and a biodiverse wetland area (a potential LWS). Significant presence of protected species on site. Area of interest to Great Crested Newts along eastern edge of site.
14. Protect and enhance green infrastructure of all types.	+	-	LT	P	R	LA	Community woodland present with possible extension. Extensive countryside access. Site contains a number of PROW that could be extended to create a more comprehensive network that opens up the southern side of the River Skerne Valley. Large scale development with opportunity to provide significant area of green infrastructure (potential ++ score if GI forms an integral part of sites development).
15. Protect and enhance the character and quality of Darlington's landscape.	+/-	-	LT	P	R	LA	Development of this large site will inevitably have a significant impact on the landscape. The site is not visible from approaches to Darlington, except its southern boundary along the A1150. The southern parts of the site play a role in the setting of Great Burdon and Darlington. The site as a whole has a medium landscape and visual sensitivity level, although there are important variations within this. There are parts of the site, particularly at the urban fringes of Whinfield for example to the north of Galloway (West of Barmpton Lane), and north of Glebe Road (west of the railway) which have the ability to absorb residential development subject to careful siting and design. Other areas are more sensitive, particularly the Skerne Valley itself, and the areas forming the setting of Great Burdon.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	--	-	LT	P	R	LA	Number of listed building on site. Affecting the historic rural settings to these structures. Listed assets prominent in the landscape with no screening. Setting of Ketton Bridge Scheduled Monument. Potential to impact impact on the historic assets in and around Great Burdon. Contains areas of high archaeological potential.
Overall Predicted Effect:	Poor access to existing services however a strategic development of this size would be expected to provide its own new services and facilities. Site has good existing access to cycle and PROW network but poor connectivity to public transport. A development of this size would be expected to provide new						

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	<p>routes including public transport routes. The site should be capable of providing a significant amount of affordable housing to help meet local needs. Site contains areas of open space that should be retained as part of development. Site development would be able to make significant provision of new green infrastructure. Will have significant environmental and landscape impacts owing to its size.</p>
Potential Mitigation:	<ul style="list-style-type: none"> • Site would need to be masterplanned and would require extensive engagement with infrastructure and service providers to ensure new development was fully supported. • Significant strategic highway infrastructure required to mitigate this quantum of development including inner ring road and potential links to HE northern bypass. • Retain, enhance and extend the PROW and cycle network, redirecting routes only where strictly necessary. • Explore the opportunity to extend bus services into the site. • Internal road connections would require integration into development, with the creation of a new link road and network of routes. • Development must protect and enhance the natural and built heritage assets on the site and those in its vicinity. • Incorporate the mitigation measures recommended by the Heritage Impact Assessment to avoid and/or mitigate harm on the historic environment. • New community facilities required including school provision, neighbourhood centre, health and significant GI/recreation. • Incorporate appropriate measures to minimise the potential impact of noise and vibration from the East Coast Mainline. • Avoid area at risk of flooding and incorporate suitable drainage/flood prevention measures. • Needs to provide a buffer to heritage assets to retain their open setting. • Enhanced countryside assess • Net gains in green infrastructure and the area of community woodland on site. • Significant buffer to river with public access. • Provide a buffer between new development and the villages of Great Burdon and Barmpton. • Incorporate the mitigation proposed by the Landscape Sensitivity Study. • Make suitable provision for the education needs of new residents. • Incorporate appropriate mitigation/offsetting of the intermediate pressure gas pipe crossing the site. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space).

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Site 293: North of Great Burdon

Site Reference	293		Current Use	Agricultural land	
Site Name	North of Great Burdon		Proposed Use	Housing	
			Potential Housing Yield	500	
Site Area (Ha)	27.95		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	1.7	6%	Tree Preservation Order	0.00	0%
Flood zone 3	3.82	14%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	287.19	-	Minerals consultation area	0.06	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.01	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1200m		Train station	Beyond 1600m	
Secondary school	Within 1600m		GP practice/hospital	Within 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 1600m	
Employment area	Beyond 1600m		Open space	Within 800m	
Frequent Bus Service	Within 800m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	-	L	LT	P	I	DW	Poor access to most facilities with open space/playing field and a frequent bus service being the only existing facilities within 800m. Sustainable transport links are limited and improvements would offer limited benefit if site is developed in isolation. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Able to provide an element of affordable housing and help support existing local community facilities. Site is not close to key community and cultural facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0	L	LT	P	R	LA	Site is large enough to accommodate significant new green infrastructure provision. Site is a long distance from the nearest GP practice. Greenfield site may be large enough to provide allotments as part of development.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	L	LT	P	R	LA	Higher Education within 5km but can only be accessed via a limited service bus within 800m of the site. Large site that has the potential to create/support vocational training through the construction and marketing process. The nearest Primary School is Winfield Primary which currently has some limited capacity but little opportunity for further expansion.
5. Improve the safety and security of people and property.	+	L	LT	P	R	SB	Site is located within an area of low rates of deprivation and partly within an area of low deprivation. There are no major hazard zones within the vicinity.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Not close to existing town centre or local centres.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	L	LT	P	R	LA	Transport Assessment will be required to fully understand impact of development. Upgrade of Bishopton Lane would be required including pedestrian/cycle and public transport facilities. Junction onto A1150 would require upgrade.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land and property.	-	L	LT	P	R	SB	The site is entirely greenfield and unlikely to be subject to contamination. The entire site is grade 3 agricultural land (provisional land classification). Site adjacent to a minerals consultation area.
10. Minimise levels of noise, vibration, odour and light pollution.	++	L	LT	P	R	LA	There are no obvious sources of potential noise, vibration, odour and/or light pollution close to the site.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	+	L	LT	R	R	LA	Around 14% of the site is covered by flood zone 3. No significant risk of flooding from surface water.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	LA	Site is unlikely to have a significant effect on air quality however the Skerne River Corridor will be susceptible to development so will require adequate mitigation. Are is also identified on the Groundwater Vulnerability map as being on a minor aquifer of low vulnerability but this would require further investigation.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	Network of hedgerows and trees on field boundaries. Provide a buffer to the River Skerne. Potential to enhance the green corridor alongside the River Skerne.

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14. Protect and enhance green infrastructure of all types.	+	L	LT	P	R	LA	Site is adjacent to the Barmpton Lane Allotments and an area of green corridor alongside the River Skerne. Site development would deliver significant new accessible green infrastructure to cater for the needs of the development and enhance existing spaces.
15. Protect and enhance the character and quality of Darlington's landscape.	--	-	LT	P	R	LA	Elevated site prominent in the wider landscape that would be hard to screen.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	-	-	LT	P	R	LA	Potential to impact on the historic assets in and around Great Burdon. Avoid development of south part of site to provide a buffer to Great Burdon and Hill Barts Listed Building. With appropriate mitigation this score could be a neutral.
Overall Predicted Effect:	Site has poor access to existing services and although there may be some additional provision closer in the short term development would be quite isolated. The site should be capable of providing a significant amount of affordable housing to help meet local needs. Prominent site that would be hard to screen. Without careful design, density and siting of development it could potentially impact upon the heritage assets in and around Great Burdon. Site development would be able to make significant provision of new green infrastructure. Part of the site is within flood zones 2 and 3.						
Potential Mitigation:	<ul style="list-style-type: none"> ● Impact of development traffic on A167 signalised junction, Whinfield Road/Salters Lane/Thompson Street East mini roundabout and adjoining links, A66 corridor including Little Burdon, Morton Palms and others. ● Connectivity, particularly via public transport, would require significant improvement. ● River Skerne Corridor would require adequate mitigation to prevent harm to water quality or biodiversity. ● Provide a buffer to the village of Great Burdon. ● Avoid area at risk of flooding and incorporate suitable drainage/flood prevention measures. ● Make suitable provision for the education needs of new residents. ● Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 300: Glebe Farm, Harrowgate Hill

Site Reference	300		Current Use	Agriculture	
Site Name	Glebe Farm, Harrowgate Hill		Proposed Use	Housing	
			Potential Housing Yield	268	
Site Area (Ha)	23.65		Potential Employment Yield	N/A	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	760m	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*		-
Playing fields	0.00	0%	Overhead Powerlines*		-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1200m		Train station	Beyond 1600m	
Secondary school	Within 1600m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment area	Within 1600m		Open space	Within 400m	
Frequent Bus Service	Within 1200m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	-	L	LT	P	R	LA	Poor accessibility to services open space/playing fields are the only facilities within 800m. Public Transport, education and employment are all more remote but within 1600m. PROW connectivity is good but there is limited opportunity for improvement. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site would contribute to affordable housing provision but accessibility to community and cultural facilities is poor.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0	L	LT	P	R	LA	Access to existing open space, cycle and PROW networks mean this site could encourage healthy lifestyles for residents. Access to health services is limited. Site not large enough to contribute to allotment provision.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	L	LT	P	R	SB	Within 5km of higher education facilities however nearest frequent bus service would require a change in the town centre to access. Harrowgate Hill Primary School is the nearest non-Catholic school which currently has no capacity and limited options for expansion however St Bede' RC Primary is the closer and currently has significant available capacity.
5. Improve the safety and security of people and property.	+/-	L	LT	P	R	SB	Site is located within an area of average rates of deprivation and partly within an area of low deprivation. There are no major hazard zones within the vicinity.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Not close to existing town centre or local centres.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	--	L	LT	P	R	LA	Developed in isolation, the northern part of the site could not be appropriately accessed across the railway line.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	-	L	LT	P	R	SB	The site is entirely greenfield and unlikely to be subject to contamination. The entire site is grade 3 agricultural land (provisional land classification).
10. Minimise levels of noise, vibration, odour and light pollution.	-	L	LT	P	R	LA	The East Coast Mainline divides the site in two partly on an embankment partly in a cutting. There will likely be impacts from noise and vibration that will require mitigation.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood Zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	LA	Site is unlikely to have a significant effect on air or water quality.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	PROW crossing the site. Ancient field system and wildlife network corridor. Potential to enhance the green corridor alongside the rail line.
14. Protect and enhance green infrastructure of all types.	+	L	LT	P	R	SB	Existing access through PROW. Site development would deliver significant new accessible green infrastructure to cater for the needs of the development and enhance existing spaces.
15. Protect and enhance the character and quality of Darlington's landscape.	-	-	LT	P	R	LA	Extending development into the open countryside. Medium landscape sensitivity with capacity to accept change with appropriate mitigation.

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16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	SB	Development is unlikely to affect any elements which contribute to the significance of a heritage asset.
Overall Predicted Effect:	Site offers poor accessibility to services. The site should be capable of providing a significant amount of affordable housing to help meet local needs. Site development would be able to make significant provision of new green infrastructure. Access to much of the site would be difficult to achieve if developed in isolation.						
Potential Mitigation:	<ul style="list-style-type: none"> • Incorporate appropriate measures to minimise the potential impact of noise and vibration from the East Coast Mainline. • Investigate feasibility of crossing the Main Line to access northern extent of the site. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 392: Elm Tree Farm

Site Reference	392		Current Use	Agricultural land/open space	
Site Name	Elm Tree Farm		Proposed Use	Housing	
			Potential Housing Yield	150	
Site Area (Ha)	7.1		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	259.79	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Beyond 1600m	
Secondary school	Within 800m		GP practice/hospital	Within 800m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 800m	
Employment area	Within 1600m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	++	L	LT	P	R	LA	Good access to a frequent bus service and open space/playing within the wider vicinity. There is access to primary and secondary education local centre and GP within 800m. Existing cycle route to the south of the site which could be extended across the site. Site large enough to make a significant contribution to affordable housing.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Site is large enough to contribute to affordable housing need and has a good range of services within 800m. Development of the site to its full extent would result in the loss of open space but the site is large enough to provide replacement facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+/-	L	LT	P	R	LA	Good access to open space/playing field, cycle/PROW network and health facilities. Development would result in the loss of open space but the site is

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							large enough to provide replacement facilities. A PROW crosses the site that would need to be retained in situ or, if required, diverted along a suitable alternative route.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	L	LT	P	R	SB	Higher Education is over 2km from the site but public transport access is good. Whinfield Primary School is the closest school with some limited capacity at present.
5. Improve the safety and security of people and property.	+	L	LT	P	R	SB	Site is located within one of the least deprived areas and at no significant risk of major hazard zones.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Not close to existing town centre but Whinfield Local Centre (within 800m) may see some benefit.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	LA	Access can be taken from existing highway infrastructure via a suitable junction arrangement. Transport Assessment will be required to fully understand impact of development.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land.	0	L	LT	P	R	SB	Majority of site classified as Grade 3b agricultural land (Post 1988 - ALC) with remainder classified as non-agricultural. Unlikely to have significant contamination.
10. Minimise levels of noise, vibration, odour and light pollution.	++	L	LT	P	R	SB	There are no obvious sources of potential noise, vibration, odour and/or light pollution close to the site.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is entirely within Flood Zone 1. No significant risk of flooding from surface water, but site layout and design should consider potential implications of flooding.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	LA	Site is unlikely to have a significant effect on air or water quality.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	Mature trees and hedges on site boundaries. Historic track across site. Old farm buildings could contain biodiversity interest. Protected species present within farm buildings (bats) and in proximity to the site (Great Crested Newts).
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site contains areas of amenity green space. Site development should deliver new accessible green infrastructure to cater for the needs of the development.
15. Protect and enhance the character and quality of Darlington's landscape.	+	-	LT	P	R	LA	High landscape sensitivity but with some capacity to accept change with appropriate mitigation. The southern

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							part of the site adjacent Sparrow Hall Drive exhibits slightly higher landscape sensitivity due to the relationship with the existing settlement opposite. The central and western parts of the site are more visually contained by localised planting and would represent a lower degree of landscape and visual sensitivity to potential development.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	-	LT	P	R	LA	Retain and convert older farm buildings where possible. Keep route of Green Lane, a historic track.
Overall Predicted Effect:	Good access to a range of services and site large enough to contribute towards affordable housing need. Education provision adequate at present but is approaching capacity. The site should be capable of providing an element of affordable housing to help meet local needs. Loss of agricultural land that is of high landscape sensitivity would require appropriate mitigation. There are a number of mature trees and hedgerows on the site which should be protected if possible or appropriate mitigation provided.						
Potential Mitigation:	<ul style="list-style-type: none"> Site development would require mitigation for the loss of open space. Ensure the protection of protected species as part of development, delivering a net gain in biodiversity. Mature Trees/Hedgerows should be retained. Retain and convert older farm buildings where possible. Keep route of Green Lane, a historic track. Appropriate landscape mitigation. Potential mitigation required to A1150/Whinbush Way signalised junction and contribution to Thompson Street East/Whinfield Road roundabout improvement scheme in line with contribution model. Works to pedestrian/cycle routes also required for access and permeability. Retain the public right of way on the site in situ or, if required, divert along a suitable alternative safe and attractive route. Incorporate the mitigation proposed by the Landscape Sensitivity Study. Make suitable provision for the education needs of new residents. Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 400: Land east of Beaumont Hill

Site Reference	400		Current Use	Open space	
Site Name	Land east of Beaumont Hill		Proposed Use	Housing	
			Potential Housing Yield	135	
Site Area (Ha)	3.23		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	310.32	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1200m		Train station	Beyond 1600m	
Secondary school	Within 800m		GP practice/hospital	Beyond 1600m	
Higher education	Within 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment opportunities	Within 800m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	The site has reasonable access to services and facilities. Open spaces, a frequent bus service, employment and education facilities are within 1200m. Cycle and walking connectivity is good and could be improved. Capable of providing an element of affordable housing and lifetime homes. However, development of the site to its full extent would result in the loss of a proposed Local Wildlife Site.
2. Develop vibrant and cohesive communities.	-	L	LT	P	R	LA	Development of the site to its full extent would result in the loss of a proposed Local Wildlife Site. Site has reasonable access to local community and cultural facilities, but is over 800m from primary school provision and a local centre.

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3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	-	L	LT	P	R	LA	Good access to green infrastructure and the PROW/cycle network (a PROW crosses the site from the A167) but would result in the loss of a proposed Local Wildlife Site. The PROW would need to be retained in situ or, if required, diverted along a suitable alternative route. The site is not large enough or suitable to expand provision of nearby allotments. Site is not located close to health facilities.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	L	LT	P	R	SB	Located within 5km of higher education with good transport links. Harrowgate Hill Primary School is the nearest non-Catholic school which currently has no capacity and limited options for expansion however St Bede' RC Primary is the closer and currently has significant available capacity.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security. There are no major hazard zones within the vicinity.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Not close to existing town centre or local centres.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	L	LT	P	R	LA	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Access via A167 may not be feasible due to conflict with junction and signal spacing. High traffic flow volume would make right turn movements difficult. Access should be made via Lemon Grove however the existing road was not constructed to enable further development.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land.	-	L	LT	P	R	SB	Grade 3 agricultural land (ALC - provisional). Development of the site would result in the loss of agricultural land, however, none of this land is best and most versatile. Part of the site forms a wetland area. Site is unlikely to contain contaminated land.
10. Minimise levels of noise, vibration, odour and light pollution.	++	L	LT	P	R	SB	There are no obvious sources of potential noise, vibration, odour and/or light pollution close to the site.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is entirely within Flood Zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	-	-	LT	P	R	LA	Site is unlikely to have a significant effect on air or water quality. Wetland area of interest to nature conservation where development could adversely affect biodiversity.

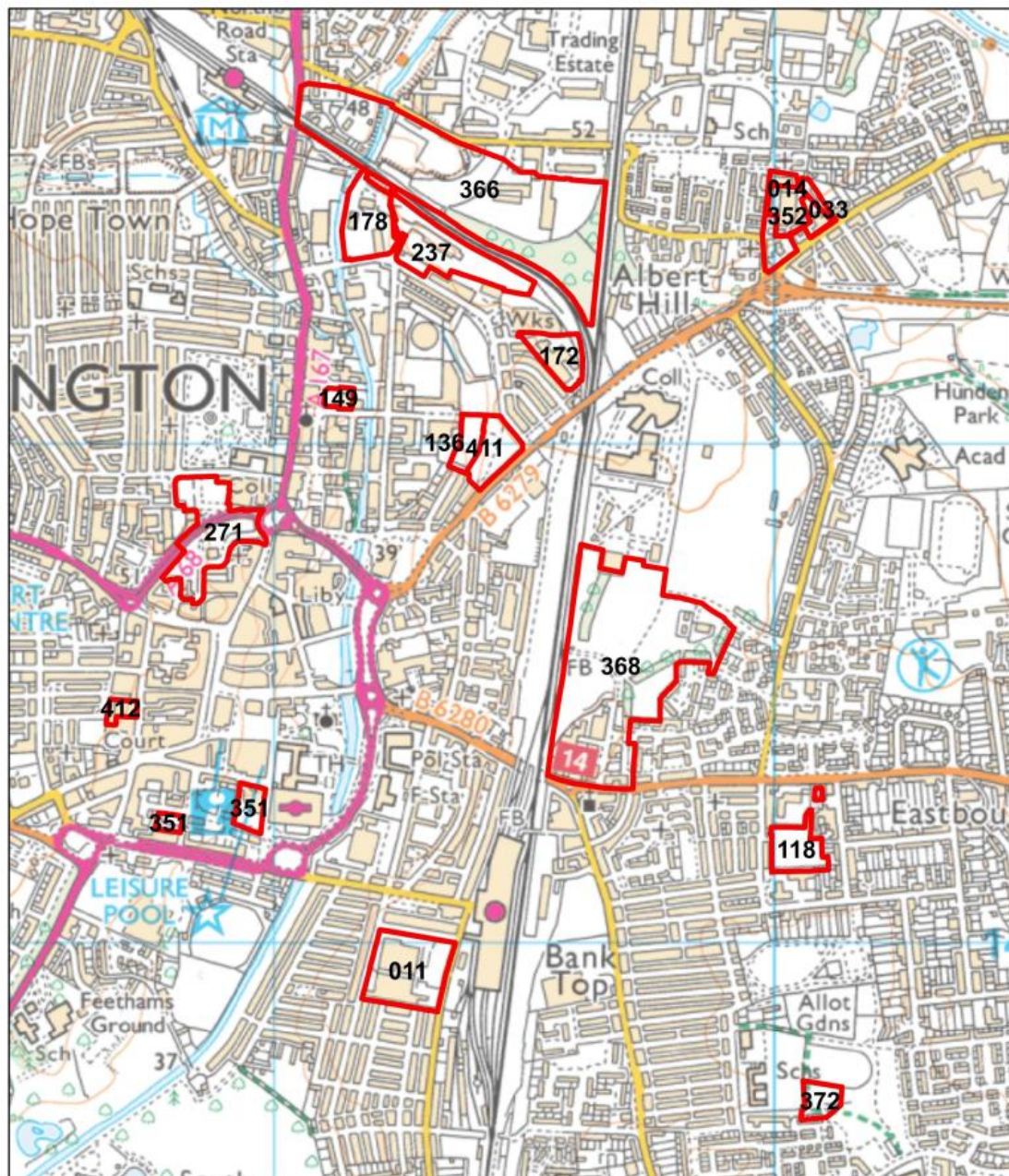
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13. Protect and enhance biodiversity and geodiversity.	--	-	LT	P	I	LA	The site is a biodiverse wetland with notable species (the White Horse wetland proposed Local Wildlife Site). A PROW crosses the site from the A167. Effect based on development of site in its entirety. Potentially a small scale low density development could be incorporated more sensitively.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site development would deliver new accessible green infrastructure to cater for the needs of the development.
15. Protect and enhance the character and quality of Darlington's landscape.	-	-	LT	P	R	LA	Views out of urban edge would be lost as a result of development. Sticks out from urban edge into countryside.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	SB	Development is unlikely to affect any elements which contribute to the significance of a heritage asset.
Overall Predicted Effect:	Development would result in the loss of a proposed Local Wildlife Site. However, a development that avoids areas of highest ecological interest and provides appropriate mitigation may be possible subject to appropriate ecological assessment. On its own, the site does not have access to a highway. Site has reasonable access to community services and facilities.						
Potential Mitigation:	<ul style="list-style-type: none"> • Works to pedestrian/cycle routes also required for access and permeability. • Retain the PROW in situ or, if required, diverted along a suitable alternative safe and attractive route. • Further ecological assessment necessary to determine the scope for development on the proposed White Horse Local Wildlife Site. This is likely to reduce the potential dwelling yield achievable on the site. • Make suitable provision for the education needs of new residents. • Contribute to highway improvement works in line with contribution model as required. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Central Darlington

Picture 3 Central Darlington SA Site Options



Central Darlington Site Assessments

Development site options assessed by SA

Plan produced by the Planning Policy Section,
Economic Growth

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Site 11: Cattle Mart

Site Reference	11		Current Use	Cattle and auction mart	
Site Name	Cattle Mart		Proposed Use	Housing	
			Potential Housing Yield	76	
Site Area (Ha)	2.16		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Within 400m	
Secondary school	Within 800m		GP practice/hospital	Within 400m	
Higher education	Within 1200m		Local centre/shopping facilities	Within 400m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	++	L	LT	P	R	LA	Site is very well located in relation to existing services with District Centre (Victoria Road), Open Space, Health and Public Transport facilities all within 400m. Most other facilities are within 800m. Access to walking and cycling network is good and site would offer opportunities for improvement. Site large enough to contribute to affordable housing need.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Able to provide an element of affordable housing and help support existing local community facilities. Site has reasonable access to local community and cultural facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Good access to green infrastructure and the PROW/cycle network. Located within 400m of GP Practice. Brownfield site not large enough to accommodate allotments.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	SB	There is a higher education establishment within 2km of the site.
5. Improve the safety and security of people and property.	-	L	LT	P	R	SB	Within 20% most deprived areas under IMD crime domain. No significant risk of industrial hazards.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Located close to district and town centre with good public transport links.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	LA	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Local highway connectivity is good with links around three sides of site. Minor junction and footway works may be required.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	++	L	LT	P	R	SB	Site will likely have some contamination that could be remediated. Site is entirely brownfield. Site classified as urban (ALC - provisional).
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	SB	The East Coast Mainline and Bank Top Station lies close to the site but there is scope for mitigation.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	The site is solely within flood zone 1. No significant risk of flooding from surface water, but site layout and design should consider potential implications of flooding.
12. Protect and enhance air and water quality and make efficient use of water.	+	L	LT	P	R	SB	Site development is unlikely to have a negative effect on local air quality and may have some positive impacts compared to existing use.
13. Protect and enhance biodiversity and geodiversity.	0	L	LT	P	R	SB	Numerous TPOs are present along the sites northern boundary. Development need not impact on the trees and could result in new planting.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site is close to South Park. Potential to enhance walking routes to South Park with introduction of new street trees along western edge of site reflecting existing TPOd trees. Site development could deliver new accessible green infrastructure to cater for the needs of the development.
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	SB	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	-	LT	P	R	LA	Grade II* listed Bank Top Station immediately adjacent to the site. Potential for good quality development

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							to enhance the setting of the listed buildings. Within an area of high archaeological potential.
Overall Predicted Effect:	Relocation of the Cattle Mart would enable this central brownfield site to be redeveloped for housing. It is very well located in relation to services and public transport links. Relocation of the cattle mart would also provide environmental and social benefits for the existing local population.						
Potential Mitigation:	<ul style="list-style-type: none"> Consider the measures recommended by the Heritage Impact Assessment to avoid and/or mitigate harm on the historic environment. Development of this site will need to enhance the setting of the Grade II* Listed buildings and reflect railway terraced development prevalent in the area. An archaeological evaluation of the site should be conducted prior to development. Bat risk check of buildings on site required prior to demolition. Retention of TPO trees along northern boundary. Remediation as part of development including removal of existing structures. Minor junction and footway works. Make suitable provision for the education needs of new residents. Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 14: Darlington Timber Supplies

Site Reference	14		Current Use	Commercial/industrial	
Site Name	Darlington Timber Supplies		Proposed Use	Housing	
			Potential Housing Yield	18	
Site Area (Ha)	0.63		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 400m		Train station	Within 1200m	
Secondary school	Within 800m		GP practice/hospital	Within 1200m	
Higher education	Within 400m		Local centre/shopping facilities	Within 1200m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	++	L	LT	P	R	LA	Site is well located in relation to a range of services with education, employment, public transport and open space all accessible within 400m. Able to provide an element of affordable housing and help support existing local community facilities.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Site has reasonable access to local community and cultural facilities. Access to a district/local centre is the key constraint.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0	L	LT	P	R	LA	Good access to green infrastructure and the PROW/cycle network. GP practice is situated some distance from the site. Brownfield site not large enough to accommodate allotments.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	++	L	LT	P	R	SB	There is a higher education establishment within 2km of the site. Access to a direct bus route with frequent service to higher education facilities in Darlington. Local primary school (Gurney Pease Academy) currently has spare capacity and the school building/site has capacity for expansion.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Good access to public transport including direct links to Town Centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	SB	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Access can be taken from existing highway infrastructure. Minor footway and access works required.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	++	L	LT	P	R	SB	Site is unlikely to contain contaminated land. Entire site is brownfield and classified as urban (ALC - provisional).
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	SB	A possible source of pollution is situated close to the sites northern boundary.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	The site is solely within flood zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	SB	Site development is unlikely to have a negative effect on local air quality.
13. Protect and enhance biodiversity and geodiversity.	0	L	LT	P	R	SB	Site is within an area of high interest with regards to Great Crested Newts. Potential impact of development capable of mitigation.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	The site is in close proximity to existing open space provision. Redevelopment of existing employment site. Site development would deliver new accessible green infrastructure to cater for the needs of the development.
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	SB	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	-	LT	P	R	LA	Site is close to two Grade II listed buildings, St James Church and St William's RC Church. Due to the location and nature of intervening buildings this site is unlikely to impact on the setting of the listed buildings.

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Overall Predicted Effect:	Development could not take place until after existing business has relocated. The site is well located in relation to access to services and public transport links. Impact on highway network would be minimal and overall this would represent a sustainable brownfield site for development.
Potential Mitigation:	<ul style="list-style-type: none"> • Potential relocation of existing businesses to suitable alternative premises/land. • Ecological report required to consider impact on the natural environment. • Minor footway and access works required. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space).

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Site 118: East Haven Site, Yarm Road

Site Reference	118		Current Use	Open space	
Site Name	East Haven Site, Yarm Road		Proposed Use	Housing	
			Potential Housing Yield	33	
Site Area (Ha)	0.94		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.90	96%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 400m		Train station	Within 800m	
Secondary school	Within 800m		GP practice/hospital	Within 800m	
Higher education	Within 800m		Local centre/shopping facilities	Within 800m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	Primary Education, Employment, Open Space and a frequent bus service can all be accessed within 400m and Secondary/Higher Education, Train Station, Health and Local Centre all accessible within 800m. Site is well served by existing footpaths, cycle routes and public transport services. Able to provide an element of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Able to provide an element of affordable housing and help support existing local community facilities. Site has reasonable access to local community and cultural facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	-	L	LT	P	R	LA	Good access to green infrastructure and local GP surgery however development would result in the loss of an open

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

							space. Greenfield site not large enough to provide allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	SB	There is a higher education establishment within 2km of the site although not directly accessible by public transport the site is within a convenient walking distance of Darlington College and Teeside University. Local primary school (Rydal Academy) currently has spare capacity.
5. Improve the safety and security of people and property.	+/-	L	LT	P	R	SB	Part of the site is within the 20% most deprived areas under IMD crime domain. The site is not effected by major industrial hazards.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Good access to public transport to access Town Centre facilities.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	SB	Potential access point off Ridsdale Street. Site is bounded by buildings on all sides so it is not clear how the site would be accessed. Access from Yarm Rd would be unlikely but small scale industrial buildings form part of site boundary to the west off Ridsdale St. This would seem the most feasible access point.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	-	L	LT	P	R	SB	Site is unlikely to contain contaminated land. Entire site is greenfield land. 72% of the site is grade 3 agricultural land (ALC - provisional).
10. Minimise levels of noise, vibration, odour and light pollution.	++	L	LT	P	R	SB	There are no obvious sources of potential noise, vibration, odour and/or light pollution close to the site.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	The site is solely within flood zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	SB	Site development is unlikely to have a negative effect on local air quality.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	SB	Site is likely to have some adverse effects on the local ecological network due to the loss of open space but appropriate siting/scale and/or mitigation should enable development.
14. Protect and enhance green infrastructure of all types.	-	L	LT	P	R	SB	Site development would result in the loss of informal recreation area, however the space is unattractive as a recreational site as it is situated to the rear of properties on all sides with poor access arrangements.

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15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	SB	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	SB	Development is unlikely to affect any elements which contribute to the significance of a heritage asset.
Overall Predicted Effect:	Underused and poorly maintained greenspace that is well located in relation to access to services and public transport network. Site is currently difficult to access but this could be achieved via Ridsdale Street. The site would have some negative environmental impacts but overall these could be compensated for with a suitably designed scheme.						
Potential Mitigation:	<ul style="list-style-type: none"> • Minimise impact on local ecological network. • Access may require compulsory purchase or demolition. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 136: Chesnut Street Car Park

Site Reference	136		Current Use	Car park	
Site Name	Chesnut Street Car Park		Proposed Use	Housing	
			Potential Housing Yield	17	
Site Area (Ha)	0.49		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.13	27%	Tree Preservation Order	0.00	0%
Flood zone 3	0.07	14%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Within 1600m	
Secondary school	Within 800m		GP practice/hospital	Within 800m	
Higher education	Within 400m		Local centre/shopping facilities	Within 400m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	The site is well served by services and facilities in the local area. The Town Centre, higher education, employment, frequent bus services and open space/playing field can all be accessed within 400m. Reasonably well connected to existing footpaths, cycle routes and public transport. Offers opportunities to improve connectivity. Able to provide an element of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Able to provide an element of affordable housing and help support existing local community facilities. Site is adjacent to the town centre with excellent access to key community and cultural facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Good access to green infrastructure and local GP surgery. Brownfield site not large enough to provide allotments as part of development.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	++	L	LT	P	R	SB	Within 2km of a higher education establishment. Corporation Road and Gurney Pease schools almost equally close to the site both have significant available capacity. Gurney Pease also has the potential for expansion if required.
5. Improve the safety and security of people and property.	-	L	LT	P	R	SB	Within 20% most deprived areas under IMD crime domain.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	+/-	L	LT	P	R	SB	Although this would introduce residential development within 400m of the town centre it would result in the loss of Chesnut Street car park and lorry/coach park.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	SB	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Access can be taken from existing highway infrastructure.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	++	L	LT	P	R	SB	Site is unlikely to contain contaminated land. Entire site is previously developed 'brownfield' land. Site classified as urban (ALC - provisional).
10. Minimise levels of noise, vibration, odour and light pollution.	-	L	LT	P	R	SB	The site lies adjacent to Chesnut Street employment site with existing businesses operating to the north and west of the site which may cause amenity issues. Owing to the small nature of the site mitigation may be limited.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	0	L	LT	R	R	LA	The majority of the site is within Flood zone 1. A portion of the site is within Flood Zones 2 and 3.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	SB	Site development is unlikely to have a negative effect on local air quality.
13. Protect and enhance biodiversity and geodiversity.	0	L	LT	P	R	SB	Mature trees are present to north east of site on the adjacent open space.
14. Protect and enhance green infrastructure of all types.	++	L	LT	P	R	SB	An open space and children's play area is located immediately to the east of the site. Potential to enhance the adjacent greenspace as a result of development.
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	LA	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	-	LT	P	R	LA	Close to site of former East Mount Lodge. Development is unlikely to affect any elements which contribute to the significance of a heritage asset.

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Overall Predicted Effect:	Development would result in the loss of a long stay car and lorry park facility which could have negative economic impacts if no re-provision is made. Site is also affected by a flood risk zone which would require mitigation. It is however well located in relation to access to services and the town centre. Existing business uses may cause amenity issues.
Potential Mitigation:	<ul style="list-style-type: none"> • Development of site should enhance adjacent greenspace as part of development. • Potential requirement to relocate car park and bus/coach. • Provide suitable mitigation for areas of site at risk of flooding and incorporate suitable drainage/flood prevention measures. • Incorporate appropriate measures to minimise the potential impact of light/noise/odour generated adjacent employment uses. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space).

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Site 149: Land between Chesnut Street and Oxford Street

Site Reference	149		Current Use	Commercial/employment	
Site Name	Land between Chesnut Street and Oxford Street		Proposed Use	Housing	
			Potential Housing Yield	8	
Site Area (Ha)	0.22		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.05	24%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 400m		Train station	Within 800m	
Secondary school	Within 1200m		GP practice/hospital	Within 800m	
Higher education	Within 800m		Local centre/shopping facilities	Within 400m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	++	L	LT	P	R	LA	Site is well located in relation to access to Primary Education, Employment Open Space/Playing field the town centre and a frequent bus service all within 400m. Within the wider vicinity Higher Education, North Road Station, and GP are all within 800m. Reasonably well connected to existing footpaths, cycle routes and public transport. Brownfield site unlikely to be big enough to contribute to affordable housing.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Site is not large enough to require affordable housing as part of development or to deliver new community facilities. It is well located to the town centre and as reasonable access to local community and cultural facilities.

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3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Good access to green infrastructure and local GP surgery. Brownfield site not large enough to provide allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	SB	There is a higher education establishment within 2km of the site. Local primary school currently has spare capacity.
5. Improve the safety and security of people and property.	-	L	LT	P	R	SB	Within 20% most deprived areas under IMD crime domain.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	-	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Good access to public transport.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	++	L	LT	P	R	SB	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Access can be taken from existing highway infrastructure.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	++	L	LT	P	R	SB	Site is unlikely to contain contaminated land. Entire site is previously developed 'brownfield' land. Site classified as urban (ALC - provisional).
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	SB	Site proposed for residential use and located adjacent to existing commercial uses.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	+	L	LT	R	R	LA	76% of the site is within flood zone 1 and the remaining 24% is within flood zone 2 and would require mitigation.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	SB	Site development is unlikely to have a negative effect on local air quality. Existing employment site.
13. Protect and enhance biodiversity and geodiversity.	0	L	LT	P	R	SB	Limited biodiversity interest related to the site.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Development should enhance green infrastructure in the area.
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	SB	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	+	-	LT	P	R	LA	Site is adjacent to the Northgate Conservation Area. Good quality development has the potential to enhance the conservation area. There are two Grade II listed structures close to the site (Bridge over the River Skerne and Northgate United Reformed Church). Development must respect the setting and scale of the nearby Grade II listed structures. Part of the Town

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							Centre Fringe Management Plan and Stockton and Darlington Railway Action Zone.
Overall Predicted Effect:	Brownfield site well located in relation to services and the Town Centre. Public transport is also readily accessible for the site. Overall the site scores positively against environmental and social objectives although development for housing would result in the loss of fairly modern employment premises. Site also is effected by flood risk which will require mitigation. Site would be better developed alongside adjacent unit to open up access to the River Skerne.						
Potential Mitigation:	<ul style="list-style-type: none"> Consider proximity to the River Skerne and the objective of providing access along this stretch of the river. Provide suitable mitigation for areas of site at risk of flooding and incorporate suitable drainage/flood prevention measures. Development should contribute to the Town Centre Fringe objectives. Make suitable provision for the education needs of new residents. Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 172: Site East off Dumfries Street

Site Reference	172		Current Use	Commercial/industrial	
Site Name	Site East off Dumfries Street		Proposed Use	Housing	
			Potential Housing Yield	23	
Site Area (Ha)	0.86		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Within 1200m	
Secondary school	Within 800m		GP practice/hospital	Within 1200m	
Higher education	Within 400m		Local centre/shopping facilities	Within 800m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	The site has reasonable access to services and facilities. Employment, higher education, a frequent bus service and open space/playing field can all be accessed within 400m. Reasonably well connected to existing footpaths, cycle routes and public transport and provides the opportunity to create new routes/services strengthening connections with surrounding areas. Able to provide an element of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Able to provide an element of affordable housing and help support existing local community facilities. Site has reasonable access to local community and cultural facilities.

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3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0	L	LT	P	R	LA	Good access to green infrastructure. Closest GP practice is situated some distance from the site. Brownfield site not large enough to provide allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	++	L	LT	P	R	SB	Within 2km of a higher education establishment. Local primary school (Gurney Pease) currently has spare capacity and the school building/site has capacity for expansion.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	-	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Development would result in the loss of existing employment uses. Site is not adjacent to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	++	L	LT	P	R	SB	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Access can be taken from existing highway infrastructure.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	++	L	LT	P	R	SB	Site development could result in the remediation of potentially contaminated land. Entire site is previously developed 'brownfield' land. Site classified as urban (ALC - provisional).
10. Minimise levels of noise, vibration, odour and light pollution.	--	L	LT	P	R	SB	The site lies adjacent to the East Coast Mainline with existing employment uses to the North. Owing to the size of the site there is limited scope for mitigation.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is entirely within Flood zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	SB	Site development is unlikely to have a negative effect on local air quality.
13. Protect and enhance biodiversity and geodiversity.	+	L	LT	P	R	SB	No designated sites, wider ecological network and/or priority species will be effected by this site.
14. Protect and enhance green infrastructure of all types.	+	L	LT	P	R	SB	Development should seek to enhance existing green infrastructure in the area.
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	SB	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	SB	Site is close to the track bed of the Stockton and Darlington Railway line. Development is unlikely to affect any elements which contribute to the significance of a heritage asset.

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Overall Predicted Effect:	Brownfield site well located in relation to services and facilities. Public transport is also readily accessible for the site. Overall the site scores positively against environmental and social objectives although would result in the loss of employment premises. Site will be effected by noise from the railway line which may be difficult to mitigate fully.
Potential Mitigation:	<ul style="list-style-type: none"> • Incorporate appropriate measures to minimise the potential impact of noise from East Coast Mainline and adjacent employment uses. • Potential contamination from former uses would require remediation. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space).

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Site 178: East of River Skerne, North of John Street

Site Reference	178		Current Use	Builders merchants	
Site Name	East of River Skerne, North of John Street		Proposed Use	Housing	
			Potential Housing Yield	42	
Site Area (Ha)	1.41		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.07	5%	Tree Preservation Order	0.00	0%
Flood zone 3	0.04	3%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.02	2%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	0%	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	47.77	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Within 800m	
Secondary school	Within 1200m		GP practice/hospital	Within 800m	
Higher education	Within 800m		Local centre/shopping facilities	Within 400m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	The site is well served by services and facilities in the local area. Well connected to existing footpaths, cycle routes and public transport. Brownfield site where the ability to deliver affordable housing may be limited due to site viability.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Site has reasonable access to local community and cultural facilities. Able to provide an element of affordable housing and help support existing local community facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	++	L	LT	P	R	LA	Good access to green infrastructure and the footpath/cycle network. Site has reasonable access to existing health facilities. Brownfield site not suitable to provide allotments as part of development.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	++	L	LT	P	R	SB	Within 2km of a higher education establishment. Access to a bus route with frequent service to higher education facilities in Darlington (requires changing buses in Darlington). Local primary school currently has spare capacity.
5. Improve the safety and security of people and property.	-	L	LT	P	R	SB	Within 20% most deprived areas under IMD crime domain.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	-	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Development would result in the loss of existing employment uses. Site is not adjacent to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	SB	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. The site is well served by local services and facilities within walking distance. Access can be taken from adjacent highway. Reinstatement of any redundant industrial sized access/minor footway works.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	+/-	L	LT	P	R	SB	Site classified as urban (ALC - provisional). Entire site is previously developed 'brownfield' land. Adjacent to former gasworks site that may require significant remediation work. If site can be adequately remediated it scores positively against this criteria. There is also evidence of the site being formerly used for landfill which will require further investigation.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	SB	A railway line runs alongside the sites northern boundary and the site is adjacent to employment uses but there is likely to be scope for mitigation.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	+	L	LT	R	R	LA	The vast majority of the site is within Flood zone 1. A small portion of the site is within Flood Zones 2 and 3.
12. Protect and enhance air and water quality and make efficient use of water.	+/-	L	LT	P	R	DW	Site development is unlikely to have a negative effect on local air quality. Site is next to the River Skerne. Replacing employment use with residential. Former gasworks site that may require significant remediation work. If site can be adequately remediated it scores positively against this criteria.
13. Protect and enhance biodiversity and geodiversity.	+	L	LT	P	R	SB	Potential to enhance and extend the green infrastructure corridor along the Skerne River.
14. Protect and enhance green infrastructure of all types.	+	L	LT	P	R	SB	Potential to link into Skerne River footpath on opposite side of river and enhance green corridor along railway line.

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15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	SB	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	+	-	LT	P	R	LA	The northernmost tip of the site is located within the Northgate Conservation Area. Adjacent to the S&DR track route. The site adjoins the Skerne Bridge, a Scheduled Monument, one of Darlington's most significant heritage assets. Site development has the potential to enhance the setting of the Scheduled Monument. Scale and design will be critical to potential impact, with development set back from the bridge and railway line on southern half of the site. Landscaping improvements on northern half of site with public access and interpretation. Part of the site is within an area of high archaeological potential.
Overall Predicted Effect:	Brownfield site currently occupied by a builders merchants which would require relocation and remediation. Also within close proximity to gasholder which, until removed, may restrict use of site. The River Skerne to the West will also require consideration and a small part of the site is within a flood zone and will require mitigation. The ability to deliver affordable housing on this site may be limited due to site viability. Overall the site is well located in relation to access to services and public transport and will have positive environmental effects if adequate mitigation can be provided.						
Potential Mitigation:	<ul style="list-style-type: none"> • Site would require high quality design set back from the Skerne Bridge, with landscaping, interpretation and public access on northern half of site, appropriate to the local and national significance of the scheduled monument. • Potential to development masterplan this and adjacent sites linked to the Stockton and Darlington Area Action Zone. • Potential relocation of existing business to suitable alternative premises/land. • Reinstatement of any redundant industrial sized access/minor footway works. • Footway to frontage of development required. • Investigate need for site remediation. • Avoid area at risk of flooding and incorporate suitable drainage/flood prevention measures. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 237: Eastmount Road Coal Depot

Site Reference	237		Current Use	Open space (non-designated)	
Site Name	Eastmount Road Coal Depot		Proposed Use	Housing	
			Potential Housing Yield	30	
Site Area (Ha)	2.06		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Within 800m	
Secondary school	Within 1200m		GP practice/hospital	Within 800m	
Higher education	Within 800m		Local centre/shopping facilities	Within 800m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	The site is well served by services and facilities in the local area. Well connected to existing footpaths, cycle routes and public transport. Able to provide an element of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Site has reasonable access to local community and cultural facilities. Able to provide an element of affordable housing and help support existing local community facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	++	L	LT	P	R	LA	Good access to green infrastructure and the footpath/cycle network. Site has reasonable access to existing health facilities. Brownfield site not suitable to provide allotments as part of development.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	++	L	LT	P	R	SB	Within 2km of a higher education establishment. Access to a bus route with frequent service to higher education facilities in Darlington (requires changing buses in Darlington). Local primary school currently has spare capacity.
5. Improve the safety and security of people and property.	-	L	LT	P	R	SB	Majority of site is within 20% most deprived areas under IMD crime domain.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	-	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Development would result in the loss of existing employment uses. Site is not adjacent to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	SB	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. The site is well served by local services and facilities within walking distance. Access could be taken from redundant John St/Eastmount Rd access point. Footway/access upgrades would be recommended but site would create no significant traffic generation issues.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	+	L	LT	P	R	SB	Site classified as urban (ALC - provisional). Site development could result in the remediation of potentially contaminated land. Majority of site is greenfield land.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	SB	A railway line runs alongside the sites northern boundary but there is scope for mitigation. Retain and enhance trees and green corridor along northern boundary of site to help buffer the railway line.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is entirely within Flood zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	SB	Site is likely to have a limited effect on local air quality that could be mitigated.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	Biodiverse brownfield site. Surveys indicate species of conservation concern are present on the site. Potential to enhance the wildlife corridor along the railway line. Site development is likely to have some adverse effects on the ecological network but appropriate siting/scale and mitigation should enable development.

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14. Protect and enhance green infrastructure of all types.	-	L	LT	P	R	SB	Site forms part of the wildlife corridor alongside the railway line (links should be retained). Development should enhance the green corridor along railway line.
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	SB	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	+	-	LT	P	R	LA	Site is adjacent to the Stockton and Darlington Railway line. Development should ensure that it has no impact on any S&DR remains and includes interpretation.
Overall Predicted Effect:	Open brownfield site that has previously been remediated from former railway use. Site is well located in relation to services and public transport, however its development could have a negative impact on ecology if fully developed as the site forms part of a wildlife corridor. Noise from the railway line would require remediation. Site could potentially provide an element of affordable housing subject to viability.						
Potential Mitigation:	<ul style="list-style-type: none"> • Enhance the wildlife corridor along railway line by retaining boundary trees and a generous green buffer along the sites northern edge. • Provide footway/access upgrades. • Investigate need for site remediation. • Incorporate appropriate measures to minimise the potential impact of noise from railway line. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 271: Commercial and Kendrew Street Car Parks

Site Reference	271		Current Use	Car parking area	
Site Name	Commercial and Kendrew Street Car Parks		Proposed Use	Housing and retail	
			Potential Housing Yield	26	
Site Area (Ha)	2.44		Potential Employment Yield	8,000 m ²	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.16	7%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Within 1200m	
Secondary school	Within 1200m		GP practice/hospital	Within 400m	
Higher education	Within 800m		Local centre/shopping facilities	Within 400m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	++	L	LT	P	R	LA	Site proposed for mixed use development. The site is well served by services and facilities in the local area. Well connected to existing footpaths, cycle routes and public transport. Able to provide an element of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	++	L	LT	P	R	DW	Part of the site is within the town centre with excellent access to key community and cultural facilities. Potential for a mix of uses on site. Able to provide an element of affordable housing and help support existing local community facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	++	L	LT	P	R	LA	Good access to green infrastructure and the footpath/cycle network. Site has good access to existing health facilities. Brownfield site not capable of accommodating allotments.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	++	L	LT	P	R	DW	Within 2km of a higher education establishment. Access to a direct bus route with frequent service to higher education facilities in Darlington. Local primary school currently has spare capacity.
5. Improve the safety and security of people and property.	-	L	LT	P	R	SB	Within 20% most deprived areas under IMD crime domain.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	++	L	LT	P	R	DW	Potential mixed use development including employment/commercial uses. Located adjacent to other employment uses in the town centre. Site has good access to public transport.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	LA	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. The site is well served by local services and facilities within walking distance. No significant traffic generation issues, however loss of town centre car parking would need to be considered/offset.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards. Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land and property.	++	L	LT	P	R	SB	Site classified as urban (ALC - provisional). Site is unlikely to contain contaminated land. Entire site is previously developed 'brownfield' land.
10. Minimise levels of noise, vibration, odour and light pollution.	--	L	LT	P	R	LA	Site straddles the A68 and much of the site is within the town centre. There is limited scope for mitigation.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is entirely within Flood zone 1. No significant risk of flooding from surface water.
12. Protect and enhance air and water quality and make efficient use of water.	-	-	LT	P	R	LA	Site development could potentially have a limited negative effect on local air quality that could not be fully mitigated.
13. Protect and enhance biodiversity and geodiversity.	+	L	LT	P	R	SB	No designated sites, wider ecological network and/or priority species will be effected by this site.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	There is an opportunity to improve green infrastructure provision as part of sites development.
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	SB	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	-	LT	P	R	LA	Partially within the Northgate Conservation Area and adjacent to the Town Centre Conservation Area. Development would need to consider the setting of both conservation areas

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							in terms of densities and design. There are also a number of Listed buildings in close proximity to the site. Within an area of high archaeological potential.
Overall Predicted Effect:	Currently used as surface car park serving the town centre the loss of which may require relocation. For retail uses this area would represent a logical extension to the town centre and for residential uses access to services and public transport is excellent. Impact and severance caused by the A68 (St Augustines Way) may be difficult to mitigate for residential uses in terms of noise pollution.						
Potential Mitigation:	<ul style="list-style-type: none"> • Loss of town centre car parking would need to be considered/offset. • Incorporate appropriate measures to minimise the potential impact of noise from A68 (St Augustines Way). • Make suitable provision for the education needs of new residents. • Consider the measures recommended by the Heritage Impact Assessment to avoid and/or mitigate harm on the historic environment. • An archaeological evaluation of the site may be required prior to development. • A site specific Flood Risk Assessment may be required. • Provide for the infrastructure needs of the development (including utilities, highways and open space). 						

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Site 351: South West Town Centre Fringe

Site Reference	351		Current Use	Open space/car park	
Site Name	South West Town Centre Fringe		Proposed Use	Employment	
			Potential Housing Yield	n/a	
Site Area (Ha)	0.62		Potential Employment Yield	4,000 m ²	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Within 800m	
Secondary school	Within 800m		GP practice/hospital	Within 800m	
Higher education	Within 800m		Local centre/shopping facilities	Within 400m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	Site proposed for employment/commercial development. Well connected to existing footpaths, cycle routes and public transport.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site has reasonable access to local community and cultural facilities. Site would provide employment opportunities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	++	L	LT	P	R	LA	Good access to green infrastructure and the footpath/cycle network. Site has reasonable access to existing health facilities. Brownfield site not capable of accommodating allotments.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	++	L	LT	P	R	LA	Within 2km of a higher education establishment. Access to a direct bus route with frequent service to higher education facilities in Darlington. Employment site that has potential to create/support vocational training.
5. Improve the safety and security of people and property.	-	L	LT	P	R	SB	Within 20% most deprived areas under IMD crime domain.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	+	L	LT	P	R	LA	Site promoted for employment use. Site development would provide new town centre uses within the town centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	SB	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. The site is well served by local services and facilities within walking distance. Loss of any town centre parking space needed to be considered.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards.
9. Make the most efficient use of land and property.	++	L	LT	P	R	SB	Site classified as urban (ALC - provisional). Site is unlikely to contain contaminated land. Entire site is previously developed 'brownfield' land.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	LA	The site lies close to the A167 and is within the town centre but there is scope for mitigation.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is entirely within Flood zone 1. No significant risk of flooding from surface water.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	LA	Site is likely to have a limited effect on local air quality that could be mitigated.
13. Protect and enhance biodiversity and geodiversity.	+	L	LT	P	R	SB	No designated sites, wider ecological network and/or priority species will be effected by this site.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site development would deliver new green infrastructure to cater for the needs of the development.
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	SB	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	-	-	LT	P	R	LA	Adjacent to the Town Centre Conservation Area and listed buildings on Houndgate. Design, scale and layout needs to respect setting of the listed buildings. Design of the street frontage onto Houndgate will be critical to level

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							of impact on the adjacent listed buildings. Within an area of high archaeological potential.
Overall Predicted Effect:	Split site that is part currently and part formerly used for car parking. The site well located in relation to access to services and public transport and would be suitable for town centre employment uses. Sites are located adjacent to the Town Centre Conservation Area and a number of listed buildings which will require consideration when determining the scale, massing, design and positioning of buildings.						
Potential Mitigation:	<ul style="list-style-type: none"> • Loss of town centre car parking would need to be considered/offset. • Impact on heritage assets will require consideration. • A site specific Flood Risk Assessment may be required. • Incorporate appropriate measures to minimise the potential impact of light/noise/odour generated by activities on the site. • Provide for the infrastructure needs of the development (including utilities, highways and open space). 						

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Site 352: Barton St/Haughton Rd

Site Reference	352		Current Use	Employment	
Site Name	Barton St/Haughton Rd		Proposed Use	Mixed use	
			Potential Housing Yield	20	
Site Area (Ha)	1.49		Potential Employment Yield	500 m ²	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 400m		Train station	Within 1600m	
Secondary school	Within 800m		GP practice/hospital	Within 1200m	
Higher education	Within 400m		Local centre/shopping facilities	Within 1200m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	Site proposed for mixed use development. The site is well served by services and facilities in the local area. Well connected to existing footpaths, cycle routes and public transport. Brownfield site where the ability to deliver affordable housing may be limited due to site viability.
2. Develop vibrant and cohesive communities.	+/-	L	LT	P	R	LA	Site is accessible to a limited range of community facilities. Mixed use site that would provide employment opportunities. Brownfield site where the ability to deliver affordable housing may be limited due to site viability.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Good access to green infrastructure and the footpath/cycle network. Closest GP practice is situated some distance from the site. Brownfield site not large enough to provide allotments as part of development.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	++	L	LT	P	R	LA	Within 2km of a higher education establishment. Access to a direct bus route with frequent service to higher education facilities in Darlington. Local primary school currently has spare capacity and the school site has capacity for expansion.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	+/-	L	LT	P	R	LA	Site development could involve the replacement of some existing employment floorspace, resulting in short term loss/displacement of employment activities, but ultimately resulting in the provision of new modern premises. Site is not adjacent to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	++	L	LT	P	R	SB	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. The site is well served by local services and facilities within walking distance. Access can be taken from existing highway infrastructure. No significant traffic generation issues.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	++	L	LT	P	R	SB	Site classified as urban (ALC - provisional). Site is unlikely to contain contaminated land. Entire site is previously developed 'brownfield' land.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	SB	The B6279 and Haughton Road are close to the site but there is scope for mitigation. Part of existing employment area.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is entirely within Flood zone 1. No significant risk of flooding from surface water.
12. Protect and enhance air and water quality and make efficient use of water.	-	-	LT	P	R	SB	Site is likely to have a limited effect on local air quality that could be mitigated. Close to Rockwell Local Wildlife Site.
13. Protect and enhance biodiversity and geodiversity.	0	L	LT	P	R	SB	Site is within an area of high interest with regards to Great Crested Newts. Potential impact of development capable of mitigation.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site is in close proximity to existing open space provision. Site development would deliver new green infrastructure to cater for the needs of the development.
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	SB	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	+	-	LT	P	R	LA	Adjacent to two Grade II listed buildings, St James Church and St William's RC Church. Potential to enhance settings

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							subject to high quality design, materials and appropriate scale due to replacement of current poor quality structures that detract from the setting of the buildings.
Overall Predicted Effect:	The site is well served by existing services and has good access to public transport links. There are a number of existing businesses on site that would require relocation. Site is also likely to have some contamination requiring remediation. Site could potentially provide an element of affordable housing.						
Potential Mitigation:	<ul style="list-style-type: none"> • Footway/access upgrades for better usability. Reinstate any redundant access points to footway. • Investigate need for site remediation. • Potential relocation of existing businesses to suitable alternative premises/land. • A site specific Flood Risk Assessment may be required. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 366: Meynell Road (East)

Site Reference	366		Current Use	Employment/retail/storage space (wasteland)	
Site Name	Meynell Road (East)		Proposed Use	Employment	
			Potential Housing Yield	n/a	
Site Area (Ha)	10.28		Potential Employment Yield	TBC	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.10	1%	Tree Preservation Order	0.00	0%
Flood zone 3	0.19	2%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.39	4%	Local geological sites	0.00	0%
Scheduled Monument	0.05	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.73	7%	High Pressure Gas Mains*	142.41	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Within 400m	
Secondary school	Within 1200m		GP practice/hospital	Within 400m	
Higher education	Within 800m		Local centre/shopping facilities	Within 400m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	Site proposed for employment development. Well connected to existing footpaths, cycle routes and public transport.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site has reasonable access to local community and cultural facilities. Site would provide employment opportunities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	++	L	LT	P	R	LA	Good access to green infrastructure and the footpath/cycle network. Site has good access to existing health facilities. Brownfield site not suitable to provide allotments as part of development.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	++	L	LT	P	R	LA	Within 2km of a higher education establishment. Access to a bus route with frequent service to higher education facilities in Darlington (requires changing buses in Darlington). Employment site that has potential to create/support vocational training.
5. Improve the safety and security of people and property.	-	L	LT	P	R	SB	Within 20% most deprived areas under IMD crime domain. An intermediate pressure gas pipe crosses the site.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	++	L	LT	P	R	LA	Large site promoted for employment use located adjacent to an existing employment area. Site has good access to public transport. Site is not adjacent to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	LA	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. The site is well served by local services and facilities within walking distance. Highway access is good with footway links also present.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards. Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land and property.	+	L	LT	P	R	SB	Site classified as urban (ALC - provisional). Entire site is previously developed 'brownfield' land. Contains former gaswork sites. Site development could potentially result in contamination depending on employment use but could equally help to remediate site.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	SB	Part of existing employment area and there are railway lines running along the sites southern and eastern boundary. There is scope to mitigate the impact of the railway lines.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	+	L	LT	R	R	LA	The majority of the site is within Flood zone 1. A portion of the site is within Flood Zones 2 and 3. No significant risk of flooding from surface water, but site layout and design should consider potential implications of flooding.
12. Protect and enhance air and water quality and make efficient use of water.	--	-	LT	P	R	LA	Large site promoted for employment use. Site development could potentially have a limited negative effect on local air and water quality that could not be fully mitigated. The River Skerne crosses the site.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	Retain existing open areas on the site. Development would need to buffer and protect the wildlife corridors along the railway lines. The North East corner of the site is within a Great Crested Newts area of consideration.

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14. Protect and enhance green infrastructure of all types.	-	-	LT	P	R	LA	Potential loss of biodiverse brownfield land adjacent to the railway line.
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	SB	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	+	-	LT	P	R	LA	The South West corner of the site is within the Northgate Conservation Area. The site includes the Skerne Bridge, a Scheduled Monument, one of Darlington's most significant heritage assets. Site development has the potential to enhance the setting of the Scheduled Monument. Scale and design will be critical to potential impact, with development set back from the bridge and railway line. Adjacent to the Stockton & Darlington Railway (S&DR) track route. Potential for archaeology relating to the railway on the site. Potential for interpretation for Skerne Bridge/S&DR as part of development. Would require high quality design to protect setting of the Skerne Bridge and conservation area. Part of the site is within an area of high archaeological potential.
Overall Predicted Effect:	Site with existing employment and retail development but includes areas of vacant and underused land that could potentially be developed. Well located in relation to public and sustainable transport links. Has the potential to improve connectivity and interpretation of the historic S&DR route and Skerne Bridge scheduled monument. Contains areas of biodiverse brownfield land that form part of a green corridor alongside the railway lines. Impact from employment uses on the River Skerne that runs through the site will require further consideration.						
Potential Mitigation:	<ul style="list-style-type: none"> • No building on the line of the S&DR route. • Maintain an appropriate green buffer alongside the railway lines. • Remediation of on-site contamination required and significant demolition if redevelopment proposed. • Mitigate potential impact on water quality of River Skerne. • Great Crested Newts area will require further consideration and appropriate mitigation. • Incorporate appropriate measures to minimise the potential impact of light/noise/odour generated by activities on the site and from the railways. • Provide suitable mitigation for areas of site at risk of flooding and incorporate suitable drainage/flood prevention measures. • Incorporate appropriate mitigation/offsetting of the intermediate pressure gas pipe crossing the site. • Provide for the infrastructure needs of the development (including utilities, highways and open space). 						

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Site 372: Fenby Avenue

Site Reference	372		Current Use	Open space (Lascelles Park)/primary school	
Site Name	Fenby Avenue		Proposed Use	Housing	
			Potential Housing Yield	24	
Site Area (Ha)	0.49		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	10m	-	Minerals consultation area	0.00	0%
Open space	1.19	100%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 400m		Train station	Within 800m	
Secondary school	Within 1200m		GP practice/hospital	Within 800m	
Higher education	Within 1200m		Local centre/shopping facilities	Within 800m	
Employment area	Within 800m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	The site is well served by services and facilities in the local area. Reasonably well connected to existing footpaths, cycle routes and public transport. Able to provide an element of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	-	L	LT	P	R	LA	Site has reasonable access to local community and cultural facilities but would result in the loss of open space. Able to provide an element of affordable housing and help support existing local community facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	-	L	LT	P	R	LA	Site has good access to green infrastructure but would result in the loss of open space. Site has reasonable access to existing health facilities.

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							Greenfield site not large enough to provide allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	++	L	LT	P	R	SB	Within 2km of a higher education establishment. Access to a bus route with frequent service to higher education facilities in Darlington (requires changing buses in Darlington). Close to two primary schools both of which currently have spare capacity.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Site is not adjacent to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	SB	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. The site is well served by local services and facilities within walking distance. Access can be taken from existing highway infrastructure. No significant traffic generation issues.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	0	L	LT	P	R	SB	Site classified as urban (ALC - provisional). Entire site is greenfield land. Site is unlikely to contain contaminated land.
10. Minimise levels of noise, vibration, odour and light pollution.	-	L	LT	P	R	SB	The site is adjacent to The Rydal Academy with limited scope for mitigation of noise.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is entirely within Flood zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	+	L	LT	P	R	SB	Site development is unlikely to have a negative effect on local air quality.
13. Protect and enhance biodiversity and geodiversity.	-	L	LT	P	R	LA	Development would involve the loss of open space impacting on the local ecological network, but appropriate mitigation should enable development.
14. Protect and enhance green infrastructure of all types.	--	L	LT	P	R	LA	Site development would result in the loss of open space. The site contains a number of trees that could be affected by development.
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	SB	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	SB	Development is unlikely to affect any elements which contribute to the significance of a heritage asset.

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Overall Predicted Effect:	Site is currently open space, the loss of which will require appropriate replacement/compensation. The site should be capable of providing an element of affordable housing to help meet local needs. The site is well served by existing services and public transport links but loss of open space will have some negative environmental and social impacts.
Potential Mitigation:	<ul style="list-style-type: none"> • Appropriate replacement/compensation for loss of open space. • Incorporate appropriate measures to minimise the potential impact of noise from the adjacent school. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space).

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Site 368: Central Park South

Site Reference	368		Current Use	Commercial / B1 and B2	
Site Name	Central Park South		Proposed Use	Employment	
			Potential Housing Yield	n/a	
Site Area (Ha)	9.84		Potential Employment Yield	20,000 sqm	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	6.72	68%
Conservation Area	0.2	2%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.2	2%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	2.94	30%	High Pressure Gas Mains*	0.00	-
Playing fields	0.07	1%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1200m		Train station	Within 800m	
Secondary school	Within 800m		GP practice/hospital	Within 800m	
Higher education	Within 400m		Local centre/shopping facilities	Within 800m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	++	L	LT	P	R	LA	Site proposed for employment/commercial development. Well connected to existing footpaths and cycle routes.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Site would provide employment opportunities. Site is adjacent to the town centre with excellent access to key community and cultural facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	++	L	LT	P	R	LA	Good access to green infrastructure and the PROW/cycle network. Site is large enough to accommodate significant new green infrastructure provision. Site has good access to existing health facilities.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	++	L	LT	P	R	CB	Excellent access to higher education facilities with Darlington College located to the north of the site. Employment site that has potential to create/support vocational training.
5. Improve the safety and security of people and property.	+/-	L	LT	P	R	SB	Part of the site is within the 20% most deprived areas under IMD crime domain. The site will have no detrimental impact on safety and security. There are no major industrial hazard zones close to the site.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	++	L	LT	P	R	DW	Large site promoted for employment use located adjacent to an existing employment area. Site development would introduce new employment activity close to the town centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	LA	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Site largely developed already with signalised junction and pedestrian links designed for magnitude of full site.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards. Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land.	++	L	LT	P	R	SB	Large site promoted for employment use that could result in the remediation of contaminated land, but also result in contamination depending on the employment use. The site contains part of a former landfill site (Area C East of Railway Line). Entire site is previously developed 'brownfield' land. Site classified as urban (ALC - provisional).
10. Minimise levels of noise, vibration, odour and light pollution.	-	L	LT	P	R	LA	The site lies adjacent to East Coast Mainline and is close to the town centre. Site proposed for employment use.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood Zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	--	-	LT	P	R	LA	Site is likely to have a limited effect on local air quality that could be mitigated. Large site promoted for employment use close to a nature conservation site (Central Park Local Wildlife Site).
13. Protect and enhance biodiversity and geodiversity.	--	-	LT	P	R	LA	Site includes Central Park Local Wildlife Site an urban grassland site. Development is likely to have an adverse effect on biodiversity and the wider ecological network that will require mitigation. Site is large enough to

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							accommodate additional tree planting and green infrastructure as part of development
14. Protect and enhance green infrastructure of all types.	+/-	L	LT	P	R	SB	The site contains wildlife friendly open space and numerous trees in the eastern half of the site. Site development would result in the loss of an area of open space but will deliver new accessible green infrastructure to cater for the needs of the development.
15. Protect and enhance the character and quality of Darlington's landscape.	0	-	LT	P	R	LA	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	+	-	LT	P	R	LA	The site is adjacent to the Parkgate Conservation Area. Development is likely to enhance or better reveal elements which contribute to the local heritage.
Overall Predicted Effect:	Large site promoted for employment use located close to the town centre and will excellent access to local services and facilities, including public transport and higher education facilities. Site development will result in the loss of existing open space and a Local Wildlife Site, however the site is overgrown and unsightly. Site is on the edge of the Parkgate Conservation Area. Site will provide employment opportunities and enhance economic growth. Brownfield site close to the centre of Darlington town.						
Potential Mitigation:	<ul style="list-style-type: none"> • Site would need to be masterplanned and will require extensive engagement with infrastructure and service providers to ensure new development is fully supported. • Provide a suitable landscape buffer to East Coast Mainline and residential areas to the East and North of the site. • Improve walking and cycling connections across the site and with Bank Top Station and Teesside University and College. • Site development would require mitigation for the loss of open space. • Development should protect the setting of the Conservation Area • Ecological report required to consider impact on the natural environment. • Incorporate appropriate measures to minimise the potential impact of noise from the East Coast Mainline. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 411: Chesnut Street Car Park to Eastmount Road

Site Reference	411		Current Use	Car park/park land	
Site Name	Chesnut Street Car Park to Eastmount Road		Proposed Use	Housing	
			Potential Housing Yield	30	
Site Area (Ha)	1.37		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.06	5%	Tree Preservation Order	0.00	0%
Flood zone 3	0.07	5%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	0%	Minerals consultation area	0.00	0%
Open space	0.87	64%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Within 1200m	
Secondary school	Within 800m		GP practice/hospital	Within 800m	
Higher education	Within 400m		Local centre/shopping facilities	Within 400m	
Employment opportunities	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	++	L	LT	P	R	LA	The site is well served by services and facilities in the local area. Well connected to existing footpaths and cycle routes. Able to provide an element of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Able to provide an element of affordable housing and help support existing local community facilities in the town, however, site development could result in the loss of a community facility (open space). Site is adjacent to the town centre with excellent access to key community and cultural facilities.

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3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Site has good access to green infrastructure and the public rights of way network, but would result in the loss of at least part of an existing open space. Good access to the walking/cycle network. Site has good access to existing health facilities. The site is not large enough to provide allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	++	L	LT	P	R	SB	Access to a direct bus route with frequent service to higher education facilities in Darlington. Within 2km of a higher education establishment. Corporation Road and Gurney Pease schools almost equally close to the site both have significant available capacity. Gurney Pease also has the potential for expansion if required.
5. Improve the safety and security of people and property.	-	L	LT	P	R	SB	Within 20% least deprived areas under IMD crime domain.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	+/-	L	LT	P	R	SB	Development would result in the loss of employment uses (Chesnut Street car park and lorry/coach park). However, it would introduce new residential development within 400m of the town centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	++	L	LT	P	R	SB	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Access possible from various options, possibly an extension of lodge Street but limited numbers owing to reliance on on-street parking. Chesnut Street probably less restrictive.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land.	+	L	LT	P	R	SB	Site classified as urban (ALC - provisional). Over half of the site is open space with the remainder previously developed 'brownfield' land. Site is adjacent to employment premises but is unlikely to contain contamination land.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	SB	Site is adjacent to an employment area and the B6279 Houghton Road, a major arterial route. However, there is likely to be scope for sufficient mitigation on the site subject to appropriate design and layout.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	+	L	LT	R	R	LA	The majority of the site is within Flood zone 1 but with a small part of the site within Flood Zones 2 and 3 in the sites south west corner.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	LA	Site is likely to have some positive and negative effects on local air quality.
13. Protect and enhance biodiversity and geodiversity.	0	L	LT	P	R	SB	No designated sites, wider ecological network and/or priority species will be effected by this site. However, there are

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							a number of mature trees are present on the eastern half of the site that should be retained where possible.
14. Protect and enhance green infrastructure of all types.	--	L	LT	P	R	LA	Site development would result in the loss of existing green infrastructure with limited scope for replacement.
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	LA	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	-	LT	P	R	LA	Within an area of high archaeological potential. Boundary encompasses the site of the former East Mount Lodge. Archaeological investigation may be required prior to development. However, development is unlikely to affect any elements which contribute to the significance of a heritage asset.
Overall Predicted Effect:	Around half of the site is currently open space, the loss of which will require appropriate replacement/compensation. Development would result in the loss of a long stay car and lorry park facility which could have negative economic impacts if no alternative provision is made. The sites south west corner is also affected by flooding which would require mitigation. It is well located in relation to access to services and facilities in the town centre. Existing business uses to the west of the site may cause amenity issues. The site should be capable of providing an element of affordable housing to help meet local needs.						
Potential Mitigation:	<ul style="list-style-type: none"> Site development would require mitigation for the loss of open space. Retain mature trees on the site. Potential requirement to relocate car park and bus/coach. Investigate need for site remediation. Incorporate appropriate measures to minimise the potential impact of noise from the adjacent employment area. Provide suitable mitigation for areas of site at risk of flooding. Make suitable provision for the education needs of new residents. An archaeological evaluation of the site may be required prior to development. Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). Development proposals will need to consider an appropriate programme of targeted archaeological evaluation and mitigation prior to development. 						

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Site 412: 12-18 Skinnergate

Site Reference	412		Current Use	Existing Buildings and former retail Units on Skinnergate	
Site Name	12-18 Skinnergate		Proposed Use	Retail and housing	
			Potential Housing Yield	15	
Site Area (Ha)	0.22		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.21	100%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	0%	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 400m		Train station	Within 1200m	
Secondary school	Within 800m		GP practice/hospital	Within 400m	
Higher education	Within 800m		Local centre/shopping facilities	Within 400m	
Employment opportunities	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	++	L	LT	P	R	LA	The site is well served by services and facilities in the local area. Well connected to existing footpaths and cycle routes. Able to provide an element of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	++	L	LT	P	R	LA	Able to provide an element of affordable housing and help support existing local community facilities. Site is within the town centre with excellent access to key community and cultural facilities. Site would provide employment opportunities.

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3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	++	L	LT	P	R	LA	Good access to the walking/cycle network, green infrastructure and existing health facilities. Brownfield site not suitable to providing allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	++	L	LT	P	R	SB	Access to a direct bus route with frequent service to higher education facilities in Darlington. Within 2km of a higher education establishment. Local primary schools currently has spare capacity and at least one is capable of expansion.
5. Improve the safety and security of people and property.	-	L	LT	P	R	SB	Within 20% least deprived areas under IMD crime domain.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	+	L	LT	P	R	SB	Site development would involve the refurbishment of some existing commercial floorspace, resulting in short term loss/displacement of employment activities, but ultimately resulting in the provision of new modern premises. Site development would introduce new residential activity within to the town centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	++	L	LT	P	R	SB	Town centre site with excellent connections to public transport services. Level of car parking provision required will need to be carefully considered.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land.	++	L	LT	P	R	SB	Site is unlikely to contain contaminated land. Site classified as urban (ALC - provisional). Entire site is previously developed 'brownfield' land.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	SB	Site is within the town centre but there is sufficient scope for mitigation.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is entirely within Flood zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	SB	Site development is unlikely to have a negative effect on local air quality.
13. Protect and enhance biodiversity and geodiversity.	+	L	LT	P	R	SB	No designated sites, wider ecological network and/or priority species will be effected by this site.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Town centre site. Development would have no effect on the provision of green infrastructure in the town.
15. Protect and enhance the character and quality of Darlington's landscape.	0	-	LT	P	R	LA	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	++	-	LT	P	R	LA	The site is within the Town Centre Conservation Area and contains the Grade II listed No. 12 Skinnergate.

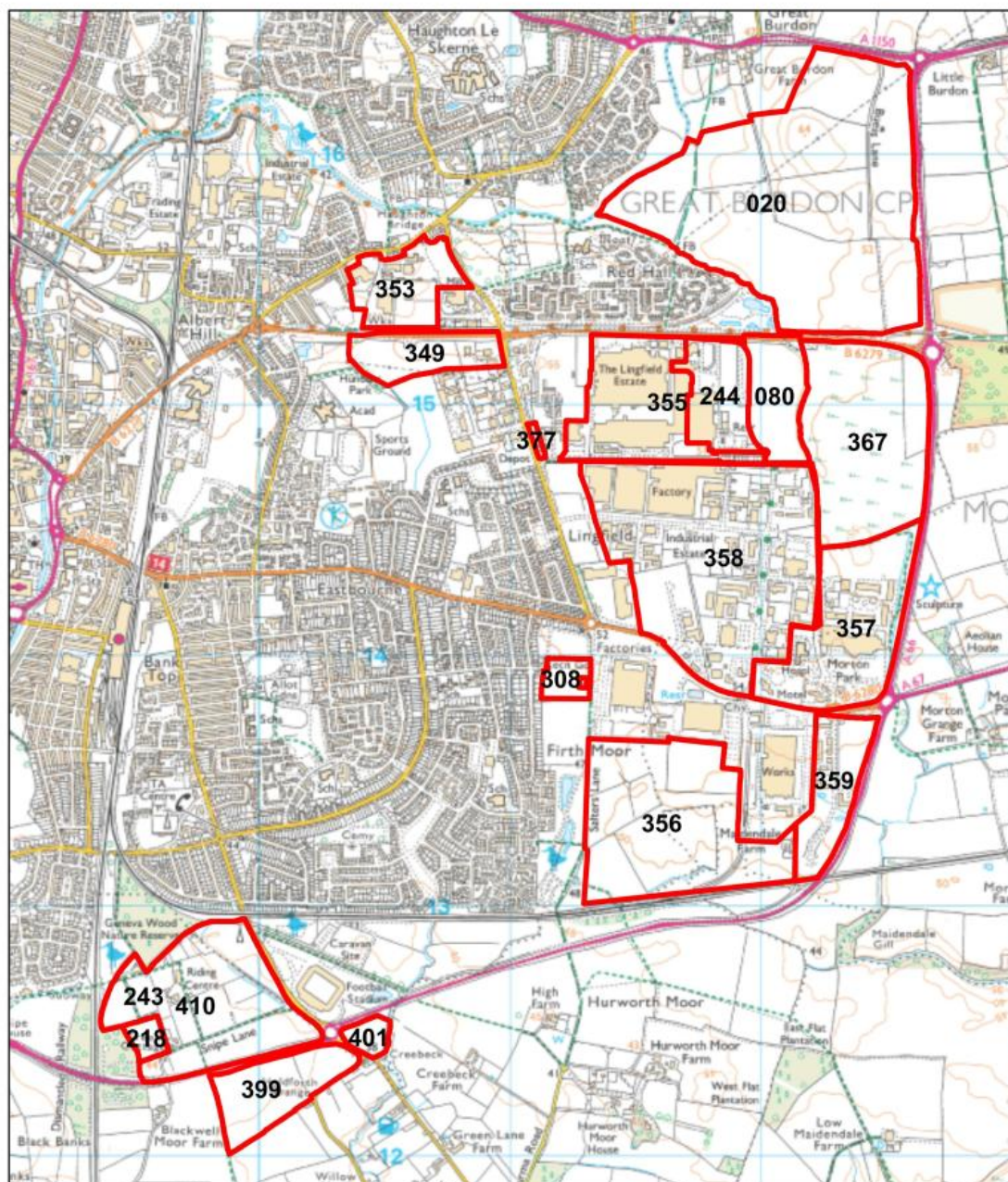
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							There are a number of other designated heritage assets adjacent to the site. Development has the potential to enhance elements which contribute to the significance of a designated heritage asset. Within an area of high archaeological potential.
Overall Predicted Effect:	The site is located within Darlington town centre with excellent access to services and facilities, including public transport and employment opportunities. The site should be capable of providing an element of affordable housing to help meet local needs. The site is within the Town Centre Conservation area and includes the Grade II listed No. 12 Skinnergate.						
Potential Mitigation:	<ul style="list-style-type: none"> • Development should be in keeping with the distinctive qualities of the Town Centre Conservation Area, and conserve the historic assets in the vicinity of the site along with their settings. • Design and materials to respect adjacent traditional properties. • Sympathetic design of shopfronts onto Skinnergate. • Potential relocation of existing businesses to suitable alternative premises/land. • Incorporate appropriate measures to minimise the potential impact on residential amenity from town centre commercial premises. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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South East Darlington

Picture 4 South East Darlington SA Site Options



South East Darlington Site Assessments

Development site options assessed by SA

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Economic Growth

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Site 20: Great Burdon

Site Reference	20		Current Use	Agricultural land	
Site Name	Great Burdon		Proposed Use	Housing	
			Potential Housing Yield	1,250	
Site Area (Ha)	88.39		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	4.97	6%	Tree Preservation Order	0.00	0%
Flood zone 3	15.86	18%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.01	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	467.21	-	Minerals consultation area	0.00	0%
Open space	0.01	0%	High Pressure Gas Mains*	564.06	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1200m		Train station	Beyond 1600m	
Secondary school	Within 1600m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment area	Within 800m		Open space	Within 800m	
Frequent Bus Service	Within 400m		Playing field	Within 1200m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	++	L	LT	P	I	DW	The site is not currently well served by services and facilities but is capable of providing a range of local services and facilities to meet the needs of residents as part of development. Well connected to existing footpaths, cycle routes and public transport and provides the opportunity to create new routes/services strengthening connections with surrounding areas. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Large site with potential for mixed use development, incorporating community facilities, along with significant levels of affordable housing. Site is not close to key community and cultural facilities but is a large site with the potential for to include community facilities.

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3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+/-	L	LT	P	R	LA	Good access the PROW/cycle network. Site is large enough to accommodate significant new green infrastructure provision. Site is somewhat distant from local GP provision. Large site with the potential to deliver new health facilities and allotments as part of the development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	++	L	LT	P	R	DW	Access to a direct bus route with frequent service to higher education facilities in Darlington. Within 5km of a higher education establishment. Large site that has the potential to create/support vocational training through the construction and marketing process. Local primary school currently has spare capacity and the school building/site has capacity for expansion.
5. Improve the safety and security of people and property.	+	L	LT	P	R	SB	Within 20% least deprived areas under IMD crime domain. An intermediate pressure gas pipe crosses the westernmost corner of the site.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	LA	Site promoted purely for non-employment/commercial use. Site is not close to a town or local centre but is large enough to provide a new local centre at an appropriate scale to serve the needs of the development.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	L	LT	P	R	DW	Site is close to a number of bus routes with a frequent service allowing access to services/facilities and job opportunities. Site is large enough to potentially contribute towards a new/extended bus service, and to provide new facilities on site to serve the needs of the development. Access could be taken from Cross Town Route, site bounded by A66 on two sides which is controlled by Highways England. Traffic generation will be significant given scale of development, impacting on the highway network.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land and property.	-	L	LT	P	R	SB	The majority of the site is Grade 3b agricultural land, with around 15% Grade 2 or 3a (Post 1988 – ALC). Entire site is greenfield land. Site is unlikely to contain contaminated land.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	LA	The site is adjacent to the A66, A1150 and B6279 but there is scope for mitigation on the site. Electricity pylons are located towards the northern edge of the site.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	0	L	LT	R	R	LA	The majority of the site is within Flood zone 1. A portion of the site is within Flood Zones 2 and 3. No significant risk of flooding from surface water.

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12. Protect and enhance air and water quality and make efficient use of water.	+/-	-	LT	P	R	LA	Site is likely to have some positive and negative effects on local air quality. Site is large enough to accommodate additional tree planting and open space. The River Skerne runs alongside the sites western boundary.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	Adjacent to Red Hall Local Wildlife Site. A PROW crosses the western half of the site north south. Site development could enhance links between existing wildlife friendly areas.
14. Protect and enhance green infrastructure of all types.	++	-	LT	P	R	LA	Site is adjacent to the green corridor running alongside the River Skerne and the Redhall Wetland. Opportunity for significant river landscape restoration scheme as part of site development.
15. Protect and enhance the character and quality of Darlington's landscape.	-	-	LT	P	R	LA	Large site on the urban edge visible from the surrounding area that will be sensitive to change. Situated at corner of one of the main arterial routes into Darlington. Due to the openness of the southern boundary the site forms a gateway into eastern Darlington along the B6279. The southern part of the site exhibits a lower landscape and visual sensitivity to development than the more elevated central and northern parts of the site which also provide landscape setting for the Scheduled Monument. The area within the site which is designated Green Wedge will also have a higher landscape sensitivity to development.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	-	-	LT	P	R	LA	A Scheduled Monument (a World War II bombing decoy control shelter) is located within the site. Archaeological cropmarks. Consideration of the Scheduled Monument must inform the site layout and design, including a significant buffer to the monument. S&DR route runs along the site southern boundary. Part of the site is within an area of high archaeological potential.
Overall Predicted Effect:	Site is not currently well served by community facilities but large enough to provide a range of facilities on site. However, the site is well connected to existing footpaths, cycle routes and public transport. The site should be capable of providing a significant amount of affordable housing to help meet local needs. There is currently capacity at the local primary school. Would be capable of making significant provision of new green infrastructure and restoring the river landscape. The site contains a Scheduled World War II bombing decoy that should inform the design and layout of the site and be protected. Part of the site is within flood zones 2 and 3.						
Potential Mitigation:	<ul style="list-style-type: none"> Protect and enhance the Scheduled Monument, including a significant buffer and sympathetic design consideration. A setting assessment must inform design and layout of site. Provide interpretation of the S&DR route along southern boundary. Protect and enhance river corridor including significant new green infrastructure provision. Contribution to HE network to mitigate traffic impact on A66 roundabouts and McMullen Rd. Incorporate appropriate measures to minimise the potential impact of noise from the A66, A1150 and B6279 Avoid area at risk of flooding and incorporate suitable drainage/flood prevention measures. Incorporate the mitigation proposed by the Landscape Sensitivity Study. Make suitable provision for the education needs of new residents. Incorporate appropriate mitigation/offsetting of the intermediate pressure gas pipe crossing the site. 						

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- Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space).

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Site 80: East of Lingfield Point (Housing)

Site Reference	80		Current Use	Agricultural land	
Site Name	East of Lingfield Point		Proposed Use	Housing	
			Potential Housing Yield	250	
Site Area (Ha)	10.30		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	0%	Minerals consultation area	0.00	0%
Open space	0.38	4%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1200m		Train station	Beyond 1600m	
Secondary school	Beyond 1600m		GP practice/hospital	Within 1200m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 1200m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 1200m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	The site has reasonable access to services and facilities and is well connected to existing footpaths, cycle routes and public transport. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site is not close to key community and cultural facilities, although the supermarket/retail premises at Morton Park are within 1200m. Able to provide an element of affordable housing and help support existing community facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0	L	LT	P	R	LA	Good access to green infrastructure and the PROW/cycle network. Site is large enough to accommodate significant new green infrastructure provision. GP practice is situated some distance from

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							the site. Majority of site is greenfield land. Part of the site has previously been used for allotments.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	++	L	LT	P	R	SB	Access to a direct bus route with frequent service to higher education facilities in Darlington. Within 5km of a higher education establishment. Local primary school currently has spare capacity and the school building/site has capacity for expansion.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site assessed purely for non-employment/commercial use. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	LA	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Good highway links possible, no significant issues although may be some impact on McMullen Road.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	-	L	LT	P	R	SB	The majority of the site is Grade 3 agricultural land with the remainder being urban (ALC - provisional). Most of the site is greenfield land. Site could potentially be contaminated due to adjacent industrial uses - development would result in remediation.
10. Minimise levels of noise, vibration, odour and light pollution.	-	L	LT	P	R	LA	Site is adjacent to an employment area and the B6279 and there is limited scope for mitigation.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood zone 1. No significant risk of flooding from surface water.
12. Protect and enhance air and water quality and make efficient use of water.	+/-	L	LT	P	R	LA	Site is likely to have some positive and negative effects on local air quality. Site is large enough to accommodate additional tree planting and open space. A wetland area is located to the north of the site.
13. Protect and enhance biodiversity and geodiversity.	--	-	LT	P	R	LA	A PROW runs along the sites southern boundary. Development would result in the loss of species rich meadow. South West corner of site cuts across small woodland area (a roost for starlings). Site development could help to create links between existing wildlife friendly areas.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	The site lies across the road from the Redhall Wetland.

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15. Protect and enhance the character and quality of Darlington's landscape.	+/-	-	LT	P	R	LA	Medium landscape sensitivity with some capacity to accept change with appropriate mitigation.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	LA	Northern boundary adjacent to the S&DR line.
Overall Predicted Effect:	The site has reasonable access to services and facilities and is well connected to existing footpaths, cycle routes and public transport. The site should be capable of providing a significant amount of affordable housing to help meet local needs. Development would result in the loss of species rich meadow. There is currently capacity at the local primary school. Site would be likely to experience disturbance from the adjacent employment area and the B6279. Site could potentially be contaminated due to adjacent industrial uses and may require remediation.						
Potential Mitigation:	<ul style="list-style-type: none"> • Contribution is likely to be sought from Highways England for addition traffic on the network pending Transport Assessment. • Investigate need for site remediation. • Retain the small woodland area in the sites south west corner. • Impact on nature conservation interests would need to inform development and appropriate mitigation requirements. • Incorporate appropriate measures to minimise the potential impact of noise/dust/vibration from B6279 and adjacent employment use. • A site specific Flood Risk Assessment may be required. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 80: East of Lingfield Point (Employment)

Site Reference	80		Current Use	Agricultural land	
Site Name	East of Lingfield Point		Proposed Use	Employment	
			Potential Housing Yield	n/a	
Site Area (Ha)	10.30		Potential Employment Yield	20,000 sqm	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	0%	Minerals consultation area	0.00	0%
Open space	0.38	4%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*		-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1200m		Train station	Beyond 1600m	
Secondary school	Beyond 1600m		GP practice/hospital	Within 1200m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 1200m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 1200m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	Site proposed for employment development. The site is well connected to existing footpaths, cycle routes and public transport.
2. Develop vibrant and cohesive communities.	-	L	LT	P	R	LA	Site is not close to key community and cultural facilities, although the supermarket/retail premises at Morton Park are within 1200m. Site would provide employment opportunities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0	L	LT	P	R	LA	Good access to green infrastructure and the PROW/cycle network. Site is large enough to accommodate significant new green infrastructure provision. GP practice is situated some distance from

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							the site. Majority of site is greenfield land. Part of the site has previously been used for allotments.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	++	L	LT	P	R	DW	Access to a direct bus route with frequent service to higher education facilities in Darlington. Within 5km of a higher education establishment. Employment site that has potential to create/support vocational training.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	++	L	LT	P	R	LA	Large site assessed for employment use adjacent to existing employment area. Good access to public transport. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	LA	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Site is large enough to potentially contribute towards a new/extended bus service. Good highway links possible, no significant issues. Some impact on McMullen Road. Cumulative impact of additional traffic with warehouse development site located on site 367, - now approved.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards. Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land and property.	-	L	LT	P	R	SB	The majority of the site is Grade 3 agricultural land with the remainder being urban (ALC - provisional). Most of the site is greenfield land. Site could potentially result in contamination depending on employment use.
10. Minimise levels of noise, vibration, odour and light pollution.	-	L	LT	P	R	LA	Site is adjacent to an employment area and the B6279 and there is limited scope for mitigation.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood zone 1. No significant risk of flooding from surface water.
12. Protect and enhance air and water quality and make efficient use of water.	-	-	LT	P	R	LA	Site development could potentially have a limited negative effect on local air and water quality that could not be fully mitigated. A wetland area is located to the north of the site.
13. Protect and enhance biodiversity and geodiversity.	--	-	LT	P	R	LA	A PROW runs along the sites southern boundary. Development would result in the loss of species rich meadow. South West corner of site cuts across small woodland area (a roost for starlings).

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							Site development could help to create links between existing wildlife friendly areas.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	The site lies across the road from the Redhall Wetland. Site development would deliver new accessible green infrastructure to cater for the needs of the development.
15. Protect and enhance the character and quality of Darlington's landscape.	+/-	-	LT	P	R	LA	Medium landscape sensitivity with some capacity to accept change with appropriate mitigation.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	LA	Northern boundary adjacent to the S&DR line.
Overall Predicted Effect:	The site has reasonable access to services and facilities and is well connected to existing footpaths, cycle routes and public transport. Development would result in the loss of an area of species rich meadow. Development would create an opportunities for new businesses adjacent to an existing established employment area. Site would be likely to experience disturbance from the adjacent employment area and the B6279. Site could potentially be contaminated due to adjacent industrial uses and may require remediation.						
Potential Mitigation:	<ul style="list-style-type: none"> • Contribution is likely to be sought from Highways England for addition traffic on the network pending Transport Assessment. • Investigate need for site remediation. • Impact on nature conservation interests would need to inform development and appropriate mitigation requirements. • Retain the small woodland area in the sites south west corner. • A site specific Flood Risk Assessment may be required. • Incorporate appropriate measures to minimise the potential impact of light/noise/odour generated by activities on the site. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 218: NW of Snipe Lane

Site Reference	218		Current Use	Agricultural land	
Site Name	NW of Snipe Lane		Proposed Use	Housing	
			Potential Housing Yield	56	
Site Area (Ha)	2.01		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	0%	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Beyond 1600m	
Secondary school	Within 1600m		GP practice/hospital	Within 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 1600m	
Employment area	Beyond 1600m		Open space	Within 400m	
Frequent Bus Service	Within 800m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	-	L	LT	P	R	LA	The site is not currently well served by services and facilities, with access interrupted by railway lines on the north and west side of the site. The only route north into Darlington is via Neasham Road. Capable of providing an element of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site is not close to key community and cultural facilities. Able to provide an element of affordable housing and help support existing community facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0	L	LT	P	R	LA	Good access to green infrastructure and the PROW network. GP practice is situated some distance from the site. Greenfield site not large enough to provide allotments as part of development.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	SB	Reasonable access to a bus route with frequent service to higher education facilities in Darlington (requires changing buses in Darlington). A direct bus route offering a reduced frequency service is also accessible. Within 5km of a higher education establishment. Close to a couple of local primary schools that currently have space capacity but the school buildings/sites have no capacity for expansion.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	L	LT	P	R	SB	Site is reasonably close to a bus route with a frequent service allowing access to services/facilities and job opportunities. If via Snipe Lane, the site is located a long way from the nearest adopted highway (600m) and this would need to be constructed to an adoptable standard which may be cost prohibitive.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	0	L	LT	P	R	SB	The majority (96%) of the site is Grade 3b agricultural land, with the remainder classified as other land (Post 1988 – ALC). Most of site is greenfield land. Site is unlikely to contain contaminated land.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	SB	The site is close to the A66 and a railway line but there is sufficient scope for mitigation.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is entirely within Flood zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	SB	Site is likely to have a limited effect on local air quality that could be mitigated.
13. Protect and enhance biodiversity and geodiversity.	0	L	LT	P	R	SB	Adjacent to Geneva Wood Local Nature Reserve. A PROW runs alongside the sites north and east boundaries.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Next to Geneva Woods open space. Site development would deliver new accessible green infrastructure to cater for the needs of the development.
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	SB	The site is located on the edge of the settlements built up area hemmed in by the A68 to the south and railway lines to the North and West.

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16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	SB	Development is unlikely to affect any elements which contribute to the significance of a heritage asset.
Overall Predicted Effect:	The site is not currently well served by services and facilities, with access interrupted by railway lines on the north and west side of the site. Site is reasonably close to public transport services. The site should be capable of providing an element of affordable housing to help meet local needs. On its own, this site is somewhat isolated for the rest of the urban area but could be brought forward with adjacent land. Generally the site scores neutrally against the sustainability criteria.						
Potential Mitigation:	<ul style="list-style-type: none"> • Provide improved connectivity into Darlington by walking and cycling. • Provision of suitable services and facilities to serve the development and reduce the need to travel. • Likely to require S278 works for access/junction works. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 243: Snipe Lane, Hurworth Moor

Site Reference	243		Current Use	Agricultural land	
Site Name	Snipe Lane, Hurworth Moor		Proposed Use	Housing	
			Potential Housing Yield	882	
Site Area (Ha)	31.70		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	1,654.00	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1200m		Train station	Beyond 1600m	
Secondary school	Beyond 1600m		GP practice/hospital	Within 1200m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 1600m	
Employment area	Within 1600m		Open space	Within 400m	
Frequent Bus Service	Within 800m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	-	L	LT	P	I	DW	The site is not currently well served by services and facilities, with access interrupted by railway lines on the north and west side of the site. The only route north into Darlington is via Neasham Road. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site is not close to key community and cultural facilities. Able to provide an element of affordable housing and help support existing community facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0	L	LT	P	R	LA	Good access to green infrastructure and the PROW network. Site is large enough to accommodate significant new green infrastructure provision. GP practice is situated some distance from the site. Greenfield site not large enough to provide allotments as part of development.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	LA	Reasonable access to a bus route with frequent service to higher education facilities in Darlington (requires changing buses in Darlington). A direct bus route offering a reduced frequency service is also accessible. Within 5km of a higher education establishment. Close to a couple of local primary schools that currently have space capacity but the school buildings/sites have no capacity for expansion. Large site that has the potential to create/support vocational training through the construction and marketing process.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+/-	L	LT	P	R	LA	Site is reasonably close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Site is large enough to potentially contribute towards a new/extended bus service, and to provide new facilities on site to serve the needs of the development. Site development will have some significant localised transport/accessibility impacts that will require substantial new infrastructure to mitigate to acceptable levels.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land and property.	0	L	LT	P	R	SB	The majority (96%) of the site is Grade 3b agricultural land, with the remainder classified as other land (Post 1988 – ALC). Majority of site is greenfield land. The majority of the site is unlikely to contain contaminated land, however the site does contain a former landfill site.
10. Minimise levels of noise, vibration, odour and light pollution.	-	L	LT	P	R	LA	The site is next to the A66 and Mowden Park Stadium, and railway lines run adjacent to the sites north and west boundary but there is sufficient scope for mitigation within the site.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood zone 1. No significant risk of flooding from surface water, but site layout and design should consider potential implications of flooding.
12. Protect and enhance air and water quality and make efficient use of water.	+/-	-	LT	P	R	LA	Site is likely to have some positive and negative effects on local air quality. Site is large enough to accommodate

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							additional tree planting and open space. Adjacent to area of nature conservation interest.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	Adjacent to Geneva Wood Local Nature Reserve. Site is of interest with regards to Great Crested Newts. A number of PROW cross the site. Numerous hedgerows across site that will be affected.
14. Protect and enhance green infrastructure of all types.	+	L	LT	P	R	SB	The site contains a PROW. Site development would deliver significant new accessible green infrastructure to cater for the needs of the development and enhance existing spaces.
15. Protect and enhance the character and quality of Darlington's landscape.	++	-	LT	P	R	LA	The site is located on the edge of the settlements built up area hemmed in by the A68 to the south and railway lines to the North and West. Whilst development of this large site would make a noticeable difference to the landscape on the south side of Darlington, the landscape and visual sensitivity of the site is considered to be low.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	SB	Railway cottages in north east corner of site. Development is unlikely to affect any elements which contribute to the significance of a heritage asset.
Overall Predicted Effect:	The site is not currently well served by services and facilities, with access interrupted by railway lines on the north and west side of the site. Site is reasonably close to public transport services. The site should be capable of providing a significant amount of affordable housing to help meet local needs. Adjacent to Geneva Wood and Brankin Moor Local Nature Reserves (LNR). Large enough to make significant provision of new green infrastructure.						
Potential Mitigation:	<ul style="list-style-type: none"> ● Improve connectivity into Darlington by walking and cycling. ● Provision of suitable services and facilities to serve the development and reduce the need for residents to travel. ● Provision of appropriate landscape and other mitigation, including landscape buffer, to reduce impact on Geneva Woods LNR. ● Increase physical links and connectivity between Geneva Woods LNR and Brankin Moor LNR. ● Improve access to a frequent bus service. ● Incorporate appropriate measures to minimise the potential impact of noise and vibration from the A66 and railway lines. ● Incorporate the mitigation proposed by the Landscape Sensitivity Study. ● Make suitable provision for the education needs of new residents. ● Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 244: Lingfield Point East

Site Reference	244		Current Use	Employment/open space	
Site Name	Lingfield Point East		Proposed Use	Mixed use	
			Potential Housing Yield	331	
Site Area (Ha)	10.94		Potential Employment Yield	TBC	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	0%	Minerals consultation area	0.00	0%
Open space	0.42	4%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Beyond 1600m	
Secondary school	Within 1600m		GP practice/hospital	Within 1200m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 1200m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	Site proposed for mixed use development. The site has good access to services and facilities and is well connected to existing footpaths, cycle routes and public transport. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Site is accessible to a limited range of community facilities. Able to provide an element of affordable housing and help support existing community facilities. Site could provide employment opportunities as part of a mixed use development.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Good access to green infrastructure and the PROW/cycle network. Site is large enough to accommodate significant new green infrastructure provision. GP practice is situated some distance from

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							the site. Brownfield site not suitable to providing allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	++	L	LT	P	R	LA	Access to a direct bus route with frequent service to higher education facilities in Darlington. Within 5km of a higher education establishment. Local primary school currently has spare capacity and the school building/site has capacity for expansion.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	+/-	L	LT	P	R	LA	Large site promoted for mixed housing and employment uses adjacent to existing employment area. Depending on final mix/layout, development could result in the loss of some employment space but would provide new modern premises. Good access to public transport. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	LA	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. The site is well served by local services and facilities within walking distance. Site currently in use so redevelopment may not create significant additional traffic, highway access is already in place.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards. Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land and property.	+	L	LT	P	R	SB	Site classified as urban (ALC - provisional). Most of the site is previously developed 'brownfield' land. Site could potentially result in contamination depending on employment use.
10. Minimise levels of noise, vibration, odour and light pollution.	-	L	LT	P	R	LA	Site is adjacent to an employment area and the B6279 and there is limited scope for mitigation.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood zone 1. No significant risk of flooding from surface water, but site layout and design should consider potential implications of flooding.
12. Protect and enhance air and water quality and make efficient use of water.	0	-	LT	P	R	LA	Existing employment site. Site is likely to have a limited effect on local air quality that could be mitigated. A wetland area is located to the north of the site.

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13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	SB	A PROW runs alongside the sites southern boundary. Raised reservoir along southern edge of site along with small woodland area (a roost for starlings). Development would result in the loss of an area of species rich meadow.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	The site lies close to the Redhall Wetland.
15. Protect and enhance the character and quality of Darlington's landscape.	0	-	LT	P	R	LA	Much of the site is within the settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	LA	Northern boundary adjacent to the S&DR line
Overall Predicted Effect:	Much of the site is brownfield land consisting existing and former employment uses. The site has good access to services and facilities and is well connected to existing footpaths, cycle routes and public transport. The site should be capable of providing a significant amount of affordable housing alongside employment opportunities as part of a mixed use development. Redevelopment may not create significant additional traffic.						
Potential Mitigation:	<ul style="list-style-type: none"> • Possible contribution required towards new highway infrastructure to mitigate for additional traffic generation. • Make suitable provision for the education needs of new residents. • Retain the small woodland area in the sites south east corner. • Incorporate appropriate measures to minimise the potential impact of light/noise/odour generated by activities on the site. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 308: Firth Moor Open Space

Site Reference	308		Current Use	Open space/informal	
Site Name	Firth Moor Open Space		Proposed Use	Housing	
			Potential Housing Yield	60	
Site Area (Ha)	2.84		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	2.84	100%	High Pressure Gas Mains*	0.00	-
Playing fields	2.84	100%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Beyond 1600m	
Secondary school	Within 1600m		GP practice/hospital	Within 1200m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 800m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	The site has good access to services and facilities and is reasonably well connected to existing footpaths, cycle routes and public transport but with scope for improvement. Capable of providing an element of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	--	L	LT	P	R	LA	Site has reasonable access to local community and cultural facilities but its development would result in the loss of open space. Able to provide an element of affordable housing and help support existing local community facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	-	L	LT	P	R	LA	Site has good access to green infrastructure and the PROW/cycle network but would result in the loss of open space. Closest GP practice is situated some distance from the site.

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							Greenfield site not large enough to provide allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	++	L	LT	P	R	SB	Access to a bus route with frequent service to higher education facilities in Darlington (requires changing buses in Darlington). Within 2km of a higher education establishment. Local primary school currently has spare capacity and the school site has capacity for expansion.
5. Improve the safety and security of people and property.	-	L	LT	P	R	SB	Within 20% most deprived areas under IMD crime domain.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	SB	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. The site is well served by local services and facilities within walking distance. Site access could be via existing estate or from Salter's Lane.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	0	L	LT	P	R	SB	Site classified as urban (ALC - provisional). Entire site is greenfield land. Site is unlikely to contain contaminated land.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	SB	The site lies adjacent to an employment use but there is scope for mitigation.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is entirely within Flood zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	SB	Site is likely to have a limited effect on local air quality that could be mitigated. A PROW runs alongside the sites eastern boundary.
13. Protect and enhance biodiversity and geodiversity.	0	-	LT	P	R	LA	The site is currently part of a wider area of recreational open space. Eastern edge of site is within an area of interest with regards to Great Crested Newts.
14. Protect and enhance green infrastructure of all types.	--	L	LT	P	R	LA	Loss of open space that is part of a wider corridor.
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	SB	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	-	LT	P	R	LA	Development is unlikely to affect any elements which contribute to the significance of a heritage asset. Site is close to the Cummins Engine Factory but obscured by intervening buildings.

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Overall Predicted Effect:	Existing open space that would be lost to development with limited prospect of replacement. The site has good access to services and facilities and is reasonably well connected to existing footpaths, cycle routes and public transport but with scope for improvement. The site should be capable of providing an element of affordable housing to help meet local needs.
Potential Mitigation:	<ul style="list-style-type: none"> • Provide appropriate mitigate for loss of open space. • Contribution for highway network mitigation. • Improvement to cycle routes between the site and the town centre. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space).

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Site 349: McMullen Road (West Blacketts)

Site Reference	349		Current Use	Open space/derelict and employment	
Site Name	McMullen Road (West Blacketts)		Proposed Use	Employment	
			Potential Housing Yield	n/a	
Site Area (Ha)	9.7		Potential Employment Yield	TBC	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	9.57	98%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	245.08	-	Minerals consultation area	0.00	0%
Open space	1.40	14%	High Pressure Gas Mains*	0.00	-
Playing fields	0.08	1%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Beyond 1600m	
Secondary school	Within 800m		GP practice/hospital	Beyond 1600m	
Higher education	Within 1200m		Local centre/shopping facilities	Within 1200m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	Site proposed for employment development. The site has reasonable access to services and facilities and is well connected to existing footpaths, cycle routes and public transport.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site is accessible to a limited range of community facilities and would provide employment opportunities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Good access to green infrastructure and the PROW/cycle network. Site is large enough to accommodate significant new green infrastructure provision. Closest GP practice is situated some distance from the site. Brownfield site not

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							suitable for the provision of allotments due to previous landfill use. Adjacent to Arnold Road Allotments.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	++	L	LT	P	R	LA	Access to a direct bus route with frequent service to higher education facilities in Darlington. Within 2km of a higher education establishment. Employment site that has potential to create/support vocational training.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	++	L	LT	P	R	LA	Large site promoted for employment/commercial use adjacent to existing employment area. Good access to public transport. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	LA	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. The site is well served by local services and facilities within walking distance. Access stub was constructed as part of Eastern Transport Corridor route to enable future development, so possible easy access solution.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards. Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land and property.	--	L	LT	P	R	SB	Majority of the site is classified as urban, the remainder (31%) is identified as Grade 3 agricultural land (ALC - provisional). Approximately 2 hectares of the site is brownfield land. Former landfill site that is potentially not capable of remediation sufficient to enable residential development. If site can be adequately remediated it scores positively against this criteria.
10. Minimise levels of noise, vibration, odour and light pollution.	--	L	LT	P	R	LA	Former landfill site that is unlikely to be capable of remediation. The site lies adjacent to the B6279, Eastbourne Academy school and employment uses but there is likely to be scope for mitigation.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood zone 1. No significant risk of flooding from surface water.
12. Protect and enhance air and water quality and make efficient use of water.	+/-	-	LT	P	R	LA	Site development could potentially have a limited negative effect on local air and water quality that could not be fully mitigated. Contaminated site that could be improved is capable of remediation.

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13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	Site is within an area of interest with regards to Great Crested Newts. A PROW runs alongside the sites southern boundary. Biodiverse brownfield site. Potential to enhance green corridor alongside the B6279.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	The Arnold Road allotments are situated to the west of the site and a green corridor runs along the sites northern boundary next to the B6279 and along sites south east boundary. Barn Owl recorded on-site (Annex 1 species).
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	SB	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	LA	Northern boundary adjacent to the S&DR line.
Overall Predicted Effect:	The site has reasonable access to services and facilities and is well connected to existing footpaths, cycle routes and public transport. The site of a former landfill site, the site is likely to require remediation. There is a potential that the contamination on site may preclude its development. If developable, this site could provide new employment space close to existing established employment areas on a main arterial route.						
Potential Mitigation:	<ul style="list-style-type: none"> Investigate the extent of contamination and the prospect of remediation. Ecological survey required. Funding already secured for improvements to Haughton Road through about. A site specific Flood Risk Assessment may be required. Incorporate appropriate measures to minimise the potential impact of light/noise/odour generated by activities on the site. Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 353: Haughton/Blackett Rd

Site Reference	353		Current Use	Employment/retail	
Site Name	Haughton/Blackett Rd		Proposed Use	Employment	
			Potential Housing Yield	n/a	
Site Area (Ha)	11.58		Potential Employment Yield	3,000 m ²	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	5.88	51%	Tree Preservation Order	56 TPO'd trees on site	0%
Flood zone 3	0.68	6%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.02	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.62	5%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Beyond 1600m	
Secondary school	Within 1200m		GP practice/hospital	Within 1600m	
Higher education	Within 1200m		Local centre/shopping facilities	Within 1200m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	Site proposed for employment development. The site is well connected to existing footpaths, cycle routes and public transport.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site is accessible to a limited range of community facilities but would provide employment opportunities. South west corner of the site is wildlife friendly open space that should be retained/enhanced as part of development.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Good access to green infrastructure and the PROW/cycle network. Closest GP practice is situated some distance from the site. Brownfield site not suitable to

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							providing allotments as part of development but close to Arnold Road Allotments.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	++	L	LT	P	R	LA	Access to a direct bus route with frequent service to higher education facilities in Darlington. Within 2km of a higher education establishment. Employment site that has potential to create/support vocational training.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	+/-	L	LT	P	R	LA	Large site assessed for employment use adjacent to existing employment area. Site development could involve the replacement of some existing employment floorspace, resulting in short term loss/displacement of employment activities, but ultimately resulting in the provision of new modern premises. Good access to public transport. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	L	LT	P	R	LA	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. The site is well served by local services and facilities within walking distance. Redevelopment site so additional traffic may not be significant when offset with existing, highway access & infrastructure already in place.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards. Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land and property.	?	L	LT	P	R	SB	Majority of site (97%) classed as Grade 3 agricultural land (ALC - provisional). However, entire site is previously developed 'brownfield' land. Site development could potentially result in contamination depending on employment use.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	LA	Site proposed for employment use and located adjacent to existing industry. Site lies adjacent to the B6279. Site is proposed for employment use and development would form part of the existing employment area.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	-	L	LT	R	R	LA	A little over half of the site is within Flood Zone 2. No significant risk of flooding from surface water.
12. Protect and enhance air and water quality and make efficient use of water.	0	-	LT	P	R	LA	Existing employment site. Site is likely to have a limited effect on local air quality that could be mitigated.

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13. Protect and enhance biodiversity and geodiversity.	0	-	LT	P	R	LA	Site is within an area of interest with regards to Great Crested Newts. A PROW runs close to the sites northern boundary along the line of the River Skerne. Rockwell Pastures Local Wildlife Site is located to the north of the site. A number of TPOs are located along the sites northern boundary.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	The site is close to open space along the Skerne valley and contains a small area of wildlife friendly open space in its southwest corner.
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	SB	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	+	-	LT	P	R	LA	The south west corner of the site is within the Haughton-Le-Skerne Conservation Area. The Grade II Listed Red Barns Cottage is located next to the sites northernmost point. Development could better reveal the significance of the listed building. Historic land to east of site (retain trees along lane).
Overall Predicted Effect:	Existing employment area with footpaths, cycle routes and public transport. Over half of the site is within Flood Zone 2.						
Potential Mitigation:	<ul style="list-style-type: none"> • Avoid area at risk of flooding and incorporate suitable drainage/flood prevention measures. • Development should be set back from the listed building. • Incorporate appropriate measures to minimise the potential impact of light/noise/odour generated by activities on the site. • A site specific Flood Risk Assessment may be required. • Depending on nature of development proposed, possible junction improvements pending further investigation. • Provide for the infrastructure needs of the development (including utilities, highways and open space). 						

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Site 355: Lingfield Point

Site Reference	355		Current Use	Employment	
Site Name	Lingfield Point		Proposed Use	Mixed use	
			Potential Housing Yield	581	
Site Area (Ha)	43.94		Potential Employment Yield	3,000 m ²	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	1.15	3%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Beyond 1600m	
Secondary school	Within 1600m		GP practice/hospital	Within 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 1600m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	I	DW	Site proposed for mixed use development. The site has reasonable access to services and facilities and is well connected to existing footpaths, cycle routes and public transport. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Site is accessible to a limited range of community facilities but would provide employment opportunities. Able to provide an element of affordable housing and help support existing local community facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Good access to green infrastructure and the PROW/cycle network. Site is large enough to accommodate significant new green infrastructure provision. Closest GP practice is situated some distance

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							from the site. Majority of site is brownfield land not suitable to providing allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	++	L	LT	P	R	LA	Access to a direct bus route with frequent service to higher education facilities in Darlington. Within 2km of a higher education establishment. Large site that has the potential to create/support vocational training through the construction and marketing process. Local primary school currently has spare capacity and the school building/site has capacity for expansion. Large site that has the potential to create/support vocational training.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	+/-	L	LT	P	R	LA	Large site promoted for mixed housing and employment uses adjacent to existing employment area. Depending on final mix/layout, development could result in the loss of some employment space but would provide new modern premises. Good access to public transport. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+/-	L	LT	P	R	LA	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Site is large enough to potentially contribute towards a new/extended bus service, and to provide new facilities on site to serve the needs of the development. Site currently in use so redevelopment may not create significant additional traffic, highway access is already in place.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards. Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land and property.	+	L	LT	P	R	SB	Majority of site classified as urban, with remainder (18%) Grade 3 agricultural land (ALC - provisional). Most of the site is previously developed 'brownfield' land. Site development could potentially result in contamination depending on employment use.
10. Minimise levels of noise, vibration, odour and light pollution.	-	L	LT	P	R	LA	Site is adjacent to an employment area and the B6279 and there is limited scope for mitigation.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood zone 1. No significant risk of flooding from surface water.

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12. Protect and enhance air and water quality and make efficient use of water.	-	-	LT	P	R	LA	Includes existing employment site. Site development could potentially have a limited negative effect on local air and water quality that could not be fully mitigated. A wetland area is located to the north of the site.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	A PROW runs alongside the sites southern boundary. Eastern end of site consists of species rich meadow. A raised reservoir is situated along south eastern edge of site along with small woodland area (a roost for starlings).
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	The site lies close to the Redhall Wetland. The site lies across the road from the Redhall Wetland. Site development would deliver significant new accessible green infrastructure to cater for the needs of the development and enhance existing spaces.
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	SB	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	-	LT	P	R	LA	Art Deco buildings on southern part of site should be retained. Northern boundary adjacent to the S&DR line.
Overall Predicted Effect:	Large brownfield site consisting of existing and former employment uses. The site has reasonable access to services and facilities and is well connected to existing footpaths, cycle routes and public transport. The site has the potential to deliver a significant amount of affordable housing as part of a mixed use scheme. Local primary school currently has spare capacity and the school building/site has capacity for expansion. Depending on final mix/layout, development could result in the loss of some employment space but would provide new modern premises.						
Potential Mitigation:	<ul style="list-style-type: none"> ● Retain Art Deco buildings on southern part of site. ● Possible contribution required towards new highway infrastructure to mitigate for additional traffic generation. ● Incorporate appropriate measures to minimise the potential impact of light/noise/odour generated by activities on the site. ● A site specific Flood Risk Assessment may be required. ● Make suitable provision for the education needs of new residents. ● Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 356: Ingenium Parc

Site Reference	356		Current Use	Open space/agriculture	
Site Name	Ingenium Parc		Proposed Use	Employment	
			Potential Housing Yield	n/a	
Site Area (Ha)	40.80		Potential Employment Yield	250,000 m ²	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	210.00	-	Minerals consultation area	0.00	0%
Open space	5.97	15%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Beyond 1600m	
Secondary school	Beyond 1600m		GP practice/hospital	Within 1200m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 1200m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 800m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+/-	L	LT	P	R	LA	Site proposed for employment development. Site is reasonably well connected to existing footpaths, cycle routes and public transport but with scope for improvement.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site is accessible to a limited range of community facilities but would provide employment opportunities. South west corner of the site is wildlife friendly open space that should be retained/enhanced as part of development. Close to the supermarket/retail at Morton Park (majority of the sites is within 1200m).
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Good access to green infrastructure and the PROW/cycle network. Site is large enough to accommodate significant new

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							green infrastructure provision. Closest GP practice is situated some distance from the site. Greenfield site.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	DW	Reasonable access to a bus route with frequent service to higher education facilities in Darlington (requires changing buses in Darlington). Within 5km of a higher education establishment. Employment site that has potential to create/support vocational training. Much of site is within an area of high interest with regards to Great Crested Newts.
5. Improve the safety and security of people and property.	+/-	L	LT	P	R	SB	Around half of the site is within the 20% most deprived areas under IMD crime domain.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	++	L	LT	P	R	DW	Large site promoted for employment use adjacent to existing employment area. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+/-	L	LT	P	R	DW	Site is reasonably close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Site is large enough to potentially contribute towards a new/extended bus service. Site development will have some significant transport/accessibility impacts, including cumulative/widespread impacts that will require substantial new infrastructure to mitigate to acceptable levels.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards. Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land and property.	-	L	LT	P	R	SB	A large proportion (69%) of the site is Grade 3b agricultural land, with the remainder classified as other land (Post 1988 – ALC). The site is almost entirely greenfield land apart from a small tarmacked area in its northeast corner. Site development could potentially result in contamination depending on employment use.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	LA	The site is located between the A66 and railway line to the south and an existing employment area to the north but there is scope for mitigation within the site. The site is proposed for employment use. The site is separated from residential properties.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood zone 1. No significant risk of flooding from surface water.

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12. Protect and enhance air and water quality and make efficient use of water.	--	-	LT	P	R	LA	Site development could potentially have a limited negative effect on local air and water quality that could not be fully mitigated. A series of ponds are located adjacent to the sites western boundary, part of the Maidendale Local Nature Reserve.
13. Protect and enhance biodiversity and geodiversity.	--	-	LT	P	R	LA	Site is of high interest with regards to Great Crested Newts. Located next to Maidendale Local Nature Reserve. A PROW runs alongside the sites western boundary and across the southwest corner of the site.
14. Protect and enhance green infrastructure of all types.	-	L	LT	P	R	SB	The site contains areas of open space along its southern edge. Site currently used for informal recreation.
15. Protect and enhance the character and quality of Darlington's landscape.	-	-	LT	P	R	LA	Site visible from the A66, local railway line and residential properties to the west. Setting is against employment development to the north, including the listed Cummins Engine Co factory.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	-	LT	P	R	LA	In the setting of the Grade II* Listed Cummins Engine Co factory building and its boundary is located to the north of the site. Dependent on the scale, massing and landscaping of development on this could be a – score.
Overall Predicted Effect:	Site is reasonably well connected to existing footpaths, cycle routes and public transport but with scope for improvement. Development would provide a significant investment in employment uses, close to existing established employment areas, generating significant economic benefits. The site is of high interest with regards to Great Crested Newts and is located adjacent to the Maidendale Local Nature Reserve.						
Potential Mitigation:	<ul style="list-style-type: none"> • Site will require significant mitigation to offset impact on biodiversity. • Improvement to cycle routes between the site and the town centre. • Retain/enhance areas of open space on-site. • Provide protection to Great Crested Newts and mitigate against potential impact on Maidendale Local Nature Reserve. • Increase capacity of McMullen Rd and Morton Palm roundabouts. • Incorporate appropriate measures to minimise the potential impact of light/noise/odour generated by activities on the site. • Protect views from Yarm Road of the heritage assets. • A site specific Flood Risk Assessment may be required. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 357: Morton Park

Site Reference	357		Current Use	Employment/retail/open space	
Site Name	Morton Park		Proposed Use	Employment	
			Potential Housing Yield	n/a	
Site Area (Ha)	28.28		Potential Employment Yield	4,000 m ²	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	1008.55	-	Minerals consultation area	0.00	0%
Open space	1.38	5%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1600m		Train station	Beyond 1600m	
Secondary school	Beyond 1600m		GP practice/hospital	Within 400m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 400m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 1200m		Playing field	Within 1200m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+/-	L	LT	P	R	LA	Site proposed for employment development. Site is reasonably well connected to existing footpaths, cycle routes and public transport but with scope for improvement. Site contains a large supermarket and other retail premises.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site is accessible to a limited range of community facilities and would provide employment opportunities. Site contains open space that should be retained/enhanced as part of development. Site contains a large supermarket and other retail premises.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	++	L	LT	P	R	LA	Good access to green infrastructure and the PROW/cycle network. Site is large enough to accommodate significant new green infrastructure provision. Site contains the Woodlands Hospital.

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							Brownfield site. Much of the site is brownfield land with active employment/retail uses. Part of the site is greenfield land not suitable for the provision of allotments due to location.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	DW	Within 5km of a higher education establishment. Poor access to higher education facilities by sustainable mode of transport. Employment site that has potential to create/support vocational training.
5. Improve the safety and security of people and property.	+	L	LT	P	R	SB	Within 20% least deprived areas under IMD crime domain. A high pressure gas pipe runs alongside the sites eastern boundary.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	++	L	LT	P	R	LA	Large site promoted for employment use adjacent to existing employment area. Sites score against this criteria assumes there will be no replacement of existing business premises on the site. Site is not close to a town or local centre but contains supermarket/retail facilities.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	L	LT	P	R	LA	Site close to a bus route with a reduced frequency service but is large enough to potentially contribute towards improving the frequency of service. Site development will have some transport/accessibility impacts, including cumulative/widespread impacts, but these are likely to be minor in nature and can be mitigated. Much of site is already developed, local network is congested at am/pm peak. Access through existing estate possible.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards. Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land and property.	+	L	LT	P	R	SB	Site classed as other land (Post 1988 - ALC). Majority of site is previously developed 'brownfield land' apart from field on northern edge of site. Site development could potentially result in contamination depending on employment use.
10. Minimise levels of noise, vibration, odour and light pollution.	-	L	LT	P	R	LA	Site lies adjacent to the A66. B6280 and within an existing employment area. The site is proposed for employment use.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood zone 1. No significant risk of flooding from surface water.
12. Protect and enhance air and water quality and make efficient use of water.	0	-	LT	P	R	LA	Includes existing employment site. Site is likely to have a limited effect on local air quality that could be mitigated.

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13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	A PROW runs across the northern and eastern sides of the site. Biodiverse grassland and scrub with tree/hedgelines. Western corner of site is within an area of interest with regards to Great Crested Newts.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	The site contains an area of informal recreational open space along its eastern boundary.
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	SB	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	SB	Retention of Brick Train and buffer to A66 as part of development.
Overall Predicted Effect:	The site contains a Morrisons supermarket and a number of large out-of-town retail and business premises. The site includes an area on undeveloped land at the northern edge of the site. This area is currently a biodiverse grassland area and scrub with tree and hedgelines. The site is reasonably well connected to existing footpaths, cycle routes and public transport but with scope for improvement.						
Potential Mitigation:	<ul style="list-style-type: none"> ● Seek improvements to cycle routes between the site and the town centre. ● Retain/enhance the areas of open space on site, particularly adjacent to the A68. ● Ecological survey required. ● Contribution to Highways England may be sought dependent on level of traffic generation. ● A site specific Flood Risk Assessment may be required. ● Incorporate appropriate measures to minimise the potential impact of light/noise/odour generated by activities on the site. ● Provide for the infrastructure needs of the development (including utilities, highways and open space). 						

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Site 358: Yarm Road Industrial Estate

Site Reference	358		Current Use	Employment	
Site Name	Yarm Road Industrial Estate		Proposed Use	Employment	
			Potential Housing Yield	n/a	
Site Area (Ha)	63.86		Potential Employment Yield	3,000 m ²	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	1.06	2%
Public Right of Way*	738.16	-	Minerals consultation area	0.00	0%
Open space	1.11	2%	High Pressure Gas Mains*	0.00	-
Playing fields	0.15	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1200m		Train station	Beyond 1600m	
Secondary school	Beyond 1600m		GP practice/hospital	Within 800m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 800m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 800m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+/-	L	LT	P	R	LA	Site proposed for employment development. Site is reasonably well connected to existing footpaths, cycle routes and public transport, with scope for improvement.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site is accessible to a limited range of community facilities but would provide employment opportunities. Close to the supermarket/retail at Morton Park.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Good access to green infrastructure and the PROW/cycle network. Closest GP practice is situated some distance from the site. Much of the site is brownfield land with active employment/retail uses. Part of the site is greenfield land. Not suitable for the provision of allotments.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	DW	Reasonable access to a bus route with frequent service to higher education facilities in Darlington (requires changing buses in Darlington). Within 5km of a higher education establishment. Employment site that has potential to create/support vocational training.
5. Improve the safety and security of people and property.	+/-	L	LT	P	R	SB	Site contains a major industrial hazard site but this should not prevent the development /redevelopment of land on the site.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	+/-	L	LT	P	R	DW	Large site promoted for employment use adjacent to existing employment area. Site development could involve the replacement of some existing employment floorspace, resulting in short term loss/displacement of employment activities, but ultimately resulting in the provision of new modern premises. Site is not close to a town or local centre but contains supermarket/retail facilities.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	L	LT	P	R	LA	Site is reasonably close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Site is large enough to potentially contribute towards a new/extended bus service. Site mostly developed so traffic generation of new will be offset with existing. Network is congested locally at am/pm peak hour.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards. Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land and property.	+	L	LT	P	R	SB	Majority (85%) of site classified as Grade 3 agricultural land, with the remainder classified as urban (ALC - provisional). However, most of this site has since been developed. Majority of site is previously developed 'brownfield land' apart from the south east corner of the site. Site development could potentially result in contamination depending on employment use.
10. Minimise levels of noise, vibration, odour and light pollution.	-	L	LT	P	R	LA	Site lies adjacent to the B6280 and within/ adjacent to existing employment uses. The site is proposed for employment use.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood zone 1. No significant risk of flooding from surface water.

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12. Protect and enhance air and water quality and make efficient use of water.	0	-	LT	P	R	LA	Includes existing employment site. Site is likely to have a limited effect on local air quality that could be mitigated. A PROW runs along the sites northern and eastern boundary.
13. Protect and enhance biodiversity and geodiversity.	0	L	LT	P	R	LA	The site is close to a number of areas of amenity and informal recreational open space. Southern half of site is within area of interest for Great Crested Newts.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site development would deliver new accessible green infrastructure to cater for the needs of the development.
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	SB	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	-	LT	P	R	LA	Opposite a Grade II listed building (including boundary). Unlikely to have an impact.
Overall Predicted Effect:	Existing established employment area. Site is reasonably well connected to existing footpaths, cycle routes and public transport, with scope for improvement.						
Potential Mitigation:	<ul style="list-style-type: none"> • Seek improvements to cycle routes between site and the town centre. • Contributions may be required towards new highway infrastructure depending on transport assessment. • A site specific Flood Risk Assessment may be required. • Incorporate appropriate measures to minimise the potential impact of light/noise/odour generated by activities on the site. • Provide for the infrastructure needs of the development (including utilities, highways and open space). 						

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Site 359: Morton Palms

Site Reference	359		Current Use	Employment/retail/open land	
Site Name	Morton Palms		Proposed Use	Employment	
			Potential Housing Yield	n/a	
Site Area (Ha)	11.9		Potential Employment Yield	10,000 m ²	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1600m		Train station	Beyond 1600m	
Secondary school	Beyond 1600m		GP practice/hospital	Within 800m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 800m	
Employment area	Within 400m		Open space	Within 800m	
Frequent Bus Service	Within 1600m		Playing field	Within 1200m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+/-	L	LT	P	R	LA	Site proposed for employment development. Site is reasonably well connected to existing footpaths, cycle routes and public transport but with scope for improvement.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site is accessible to a limited range of community facilities but would provide employment opportunities. Close to the large supermarket/retail at Morton Park.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Good access to green infrastructure and the PROW/cycle network. Site is large enough to accommodate significant new green infrastructure provision. Closest GP practice is situated some distance from the site. Around half the site is

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							greenfield land but not best and most versatile. Not suitable to providing allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	LA	Within 5km of a higher education establishment. Poor access to higher education facilities by sustainable mode of transport. Employment site that has potential to create/support vocational training.
5. Improve the safety and security of people and property.	+	L	LT	P	R	SB	Within 20% least deprived areas under IMD crime domain. A high pressure gas pipe runs alongside the sites eastern boundary.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	++	L	LT	P	R	DW	Large site assessed for employment use adjacent to existing employment area. Sites score against this criteria assumes there will be no replacement of existing business premises on the site. Site is not close to a town or local centre but is close to the supermarket/retail at Morton Park.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	-	L	LT	P	R	LA	Site reasonably close to a bus route with a reduced frequency service but is large enough to potentially contribute towards improving the frequency of service. Site development will have some transport/accessibility impacts, including cumulative/widespread impacts, but these are likely to be minor in nature and can be mitigated. Highway infrastructure in place to enable future development, additional car parking needed to support any new development to prevent parking on road.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards. Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land and property.	0	L	LT	P	R	SB	Grade 3b agricultural land (Post 1988 - ALC) however part of the site has since been developed. Approximately half the site is previously developed 'brownfield land'. Site development could potentially result in contamination depending on employment use.
10. Minimise levels of noise, vibration, odour and light pollution.	-	L	LT	P	R	LA	Site lies adjacent to the A66, B6280 and adjacent to an existing employment area. The site is proposed for employment use.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood zone 1. No significant risk of flooding from surface water.

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12. Protect and enhance air and water quality and make efficient use of water.	0	-	LT	P	R	LA	Includes existing employment site. Site is likely to have a limited effect on local air quality that could be mitigated. Site includes a couple of SUDs ponds.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	Site is within an area of interest with regards to Great Crested Newts. Three ponds on the site. A PROW runs alongside the sites northern boundary.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site development would deliver new accessible green infrastructure to cater for the needs of the development.
15. Protect and enhance the character and quality of Darlington's landscape.	-	-	LT	P	R	LA	Site is prominent when viewed from the A68.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	SB	Development is unlikely to affect any elements which contribute to the significance of a heritage asset.
Overall Predicted Effect:	Existing employment site on the edge of the urban area alongside the A68. Site is reasonably well connected to existing footpaths, cycle routes and public transport but with scope for improvement. Site is within an area of interest with regards to Great Crested Newts.						
Potential Mitigation:	<ul style="list-style-type: none"> ● Seek improvements to cycle routes between site and the town centre. ● Provide additional car parking to serve employment premises. ● Highways England contribution for A66 impact. ● Great Crested Newts area will require further consideration and appropriate mitigation. ● A site specific Flood Risk Assessment may be required. ● Incorporate appropriate measures to minimise the potential impact of light/noise/odour generated by activities on the site. ● Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 367: Link 66

Site Reference	367		Current Use	Agricultural land	
Site Name	Link 66		Proposed Use	Employment	
			Potential Housing Yield	n/a	
Site Area (Ha)	36.04		Potential Employment Yield	250,000 m ²	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	7.93	-	Minerals consultation area	0.00	0%
Open space	0.81	2%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1600m		Train station	Beyond 1600m	
Secondary school	Beyond 1600m		GP practice/hospital	Within 1200m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1200m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 800m		Playing field	Within 1600m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	Site proposed for employment development. The site is well connected to existing footpaths, cycle routes and public transport.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site is accessible to a limited range of community facilities but would provide employment opportunities. Close to the large supermarket/retail at Morton Park.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Good access to green infrastructure and the PROW/cycle network. Site is large enough to accommodate significant new green infrastructure provision. Closest GP practice is situated some distance from the site. Greenfield site but not

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							best and most versatile agricultural land. Not suitable to providing allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	DW	Reasonable access to a bus route with frequent service to higher education facilities in Darlington (requires changing buses in Darlington). Within 5km of a higher education establishment. Employment site that has potential to create/support vocational training.
5. Improve the safety and security of people and property.	+	L	LT	P	R	SB	Within 20% least deprived areas under IMD crime domain. A high pressure gas pipe runs alongside the sites eastern boundary.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	++	L	LT	P	R	DW	Large site promoted for employment use adjacent to existing employment area. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+/-	L	LT	P	R	DW	Site is reasonably close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Site is large enough to potentially contribute towards a new/extended bus service. Site development will have some significant transport/accessibility impacts, including cumulative/widespread impacts that will require substantial new infrastructure to mitigate to acceptable levels.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards. Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land and property.	-	L	LT	P	R	SB	Grade 3b agricultural land (Post 1988 – ALC). Entire site is greenfield land. Site development could potentially result in contamination depending on employment use.
10. Minimise levels of noise, vibration, odour and light pollution.	-	L	LT	P	R	LA	Site lies adjacent to the A66, B6280 and existing employment areas. Site promoted for employment use.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood zone 1. No significant risk of flooding from surface water.
12. Protect and enhance air and water quality and make efficient use of water.	+/-	-	LT	P	R	LA	Site is likely to have some positive and negative effects on local air quality. Site is large enough to accommodate additional tree planting and open space. A watercourse runs along the sites western boundary.

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13. Protect and enhance biodiversity and geodiversity.	-	L	LT	P	R	SB	A PROW runs alongside the sites southern boundary. Tree and hedge lines on field boundaries.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site is close to the South Burdon Community Woodland.
15. Protect and enhance the character and quality of Darlington's landscape.	-	-	LT	P	R	LA	Large site on the urban edge visible from the surrounding area and A68. Situated at corner of one of the main arterial routes into Darlington.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	LA	S&DR route runs along the site northern boundary.
Overall Predicted Effect:	The site is well connected to existing footpaths, cycle routes and public transport. The sites development for employment purposes would have a positive effect on economic objectives and represent a significant investment in Darlington. This is a large site on the urban edge prominent in the wider landscape.						
Potential Mitigation:	<ul style="list-style-type: none"> • Appropriate highway mitigation works to accommodate traffic generated by development. • Incorporate appropriate measures to minimise the potential impact of light/noise/odour generated by activities on the site. • Provide appropriate landscaping to soften the appearance of development. • A site specific Flood Risk Assessment may be required. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 377: Car Park East of McMullen Road

Site Reference	377		Current Use	Car Park/open space	
Site Name	Car Park East of McMullen Road		Proposed Use	Housing	
			Potential Housing Yield	12	
Site Area (Ha)	0.4		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	1 group TPO	20%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.36	90%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Beyond 1600m	
Secondary school	Within 800m		GP practice/hospital	Within 1600m	
Higher education	Within 1600m		Local centre/shopping facilities	Within 800m	
Employment area	Within 400m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	The site has reasonable access to services and facilities and is well connected to existing footpaths, cycle routes and public transport. Capable of providing an element of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Site has reasonable access to local community and cultural facilities. Site contains open space along western boundary that should be retained/enhanced as part of development. Able to provide an element of affordable housing and help support existing local community facilities.

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3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Good access to green infrastructure and the cycle network. Closest GP practice is situated some distance from the site. Brownfield site not large enough to provide allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	SB	Access to a bus route with frequent service to higher education facilities in Darlington (requires changing buses in Darlington). Within 2km of a higher education establishment. There is currently limited spare capacity at the local primary school, but the school site has capacity for expansion.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	++	L	LT	P	R	SB	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Access off McMullen Road would not be desirable, access via Lingfield Point would be preferable. Unlikely to lead to significant traffic generation.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	++	L	LT	P	R	SB	Site classified as urban (ALC – provisional). Entire site is previously developed 'brownfield' land. Site is unlikely to contain contaminated land.
10. Minimise levels of noise, vibration, odour and light pollution.	-	L	LT	P	R	SB	Site lies adjacent to existing employment uses.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is entirely within Flood zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	+	L	LT	P	R	SB	Site development is unlikely to have a negative effect on local air quality.
13. Protect and enhance biodiversity and geodiversity.	-	L	LT	P	R	SB	The treebelt along the sites Western boundary is covered by a TPO.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	The site contains part of a green corridor that runs alongside McMullen Road. Site development would deliver new accessible green infrastructure to cater for the needs of the development.
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	AB	The site is located within a settlements built up area.

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16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	SB	Development is unlikely to affect any elements which contribute to the significance of a heritage asset.
Overall Predicted Effect:	Relatively small site consisting of car parking and open space on the edge of an existing employment area. New housing development is being built to the east of the site. The site has reasonable access to services and facilities and is well connected to existing footpaths, cycle routes and public transport.						
Potential Mitigation:	<ul style="list-style-type: none"> • Retain/enhance areas of open space on site. • Protect the TPOd trees along the sites Western boundary. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 399: Land north of Holdforth Grange, Hurworth Moor

Site Reference	399		Current Use	Agricultural land	
Site Name	Land north of Holdforth Grange, Hurworth Moor		Proposed Use	Housing	
			Potential Housing Yield	306	
Site Area (Ha)	12.50		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	176.98	-	Minerals consultation area	3.36	27%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1200m		Train station	Beyond 1600m	
Secondary school	Beyond 1600m		GP practice/hospital	Within 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment opportunities	Within 1600m		Open space	Within 800m	
Frequent Bus Service	Within 1200m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+/-	L	LT	P	R	LA	The site is not that well served by services and facilities, with access interrupted by the A66 and railway lines to the north. There is no direct walking/cycling route into Darlington that avoids crossing the A66. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site is not close to key community and cultural facilities. The A66 reduces accessibility to community facilities. Able to provide a significant amount of affordable housing and help support existing local community facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Good access to green infrastructure and the PROW/cycle network (albeit the site is separated from open space provision by the A66). PROWs run along the sites eastern and western boundaries. Site is large enough to accommodate

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							significant new green infrastructure provision. Closest GP practice is situated some distance from the site. Greenfield site large enough to provide allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	-	L	LT	P	R	SB	Within 5km of a higher education establishment but with poor access by sustainable modes of transport. Reasonably to a couple of local primary schools that currently have space capacity but the school buildings/sites have no capacity for expansion. Access to education facilities by walking and cycling restricted by the A66.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Not close to existing town centre or local centres.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	-	L	LT	P	R	LA	Site has poor access to public transport services, walking and cycling routes. Highways England would need to be consulted at an early stage to consider any futureproofing of the A66 Duelling Scheme and roundabout works, this may require additional land. Traffic impact would be largely directly onto the A66 Highways England network and require contribution towards sustainable transport and mitigation measures. Safe crossing of the A66 is needed.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land.	--	L	LT	P	R	SB	Site is unlikely to contain contaminated land. Grade 3 agricultural land (ALC - provisional). Around a third of the site is within the Hurworth Moor minerals consultation area.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	LA	The site is next to the A66 and close to Mowden Park Stadium but there is likely to be sufficient scope for mitigation given the size of the site.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	+/-	-	LT	P	R	LA	Site is likely to have some positive and negative effects on local air quality. Site is large enough to accommodate additional tree planting alongside the A66. The site lies close to the Cree Beck.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	Agricultural field. Potential impact on lowland farmland birds and wintering birds. The site has connections to the local PROW network. Entire site is

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							greenfield land. Site is large enough to accommodate additional tree planting and green infrastructure. Northernmost tip of site is within an area of interest with regards to Great Crested Newts.
14. Protect and enhance green infrastructure of all types.	+	L	LT	P	R	SB	Site development would deliver significant new accessible green infrastructure to cater for the needs of the development and enhance existing spaces.
15. Protect and enhance the character and quality of Darlington's landscape.	-	-	LT	P	R	LA	Outside natural southern boundary to Darlington town formed by the A66. In open countryside with generally uninterrupted views to/from the south.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	SB	Development is unlikely to affect any elements which contribute to the significance of a heritage asset.
Overall Predicted Effect:	The site is outside of the natural southern boundary to Darlington town formed by the A66 in open countryside. There is no direct walking/cycling route into Darlington that avoids crossing the A66. The site is not well served by services and facilities, including public transport, but is large enough to provide a significant number of affordable houses. Development would be prominent in the landscape.						
Potential Mitigation:	<ul style="list-style-type: none"> • A PROW crosses the site that would need to be retained in situ or, if required, diverted along a suitable alternative safe and attractive route. • Improve pedestrian and cycle connections to existing services and facilities in the town. • Provision of an appropriate landscape buffer and additional tree planting on northern boundary alongside A66, and to the surrounding countryside. • Incorporate appropriate measures to minimise the potential impact of noise from the A66. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 401: Land west of Creebeck, Hurworth Moor

Site Reference	401		Current Use	Agricultural land	
Site Name	Land west of Creebeck, Hurworth Moor		Proposed Use	Housing	
			Potential Housing Yield	54	
Site Area (Ha)	2.21		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.21	10%	Tree Preservation Order	0.00	0%
Flood zone 3	0.29	13%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	0%	Minerals consultation area	2.21	100%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1200m		Train station	Beyond 1600m	
Secondary school	Beyond 1600m		GP practice/hospital	Within 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment opportunities	Within 1200m		Open space	Within 800m	
Frequent Bus Service	Within 800m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	-	L	LT	P	R	LA	The site is not that well served by services and facilities, with access interrupted by the A66 and railway lines to the north. There is no direct walking/cycling route into Darlington that avoids crossing the A66. Able to provide an element of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site is not close to key community and cultural facilities. The A66 reduces accessibility to community facilities. Able to provide an element of affordable housing and help support existing local community facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	-	L	LT	P	R	LA	Good access to green infrastructure and the PROW/cycle network (albeit the site is separated from open space provision by the A66). Closest GP practice is situated some distance from the site.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	-	L	LT	P	R	SB	Within 5km of a higher education establishment but with poor access by sustainable modes of transport. Reasonably to a couple of local primary schools that currently have space capacity but the school buildings/sites have no capacity for expansion. Access to education facilities by walking and cycling restricted by the A66.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Not close to existing town centre or local centres.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	-	L	LT	P	R	SB	Site has poor access to public transport services, walking and cycling routes. Highways England would need to be consulted at an early stage to consider any futureproofing of the A66 Duelling Scheme and roundabout works, this may require additional land. Traffic impact would be largely directly onto the A66 Highways England network and require contribution towards sustainable transport and mitigation measures. Safe crossing of the A66 is needed.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land.	--	L	LT	P	R	SB	Site is unlikely to contain contaminated land. Grade 3 agricultural land (ALC - provisional). The entire site is within the Hurworth Moor minerals consultation area. Entire site is greenfield land.
10. Minimise levels of noise, vibration, odour and light pollution.	-	L	LT	P	R	SB	The site is next to the A66 and opposite Mowden Park Stadium and there is limited scope for mitigation within the site. Woodland area could potentially be extended along the sites northern boundary to reduce the impact of the A66 on the amenity of development.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	+	L	LT	R	R	LA	Vast majority of site is within Flood zone 1, but with a small corner of the sites southern edge encroaching into floodzones 2 and 3.
12. Protect and enhance air and water quality and make efficient use of water.	-	-	LT	P	R	LA	Site development could potentially have a limited negative effect on local air and water quality that could not be fully mitigated. The Cree Beck runs along the sites eastern boundary.
13. Protect and enhance biodiversity and geodiversity.	--	-	LT	P	I	LA	Agricultural field. Potential impact on lowland farmland birds and wintering birds. Adjacent to the Cree Beck and woodland area. Otters (a European protected species) have been recorded to use the Cree Beck and SUDs pond to the north and are sensitive to

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

							development. High population of toads in nearby SUDs pond. Northern half of site is within an area of interest with regards to Great Crested Newts. Sensitive site. Wooded area alongside Cree Beck could be extended and enhanced.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site development would deliver new accessible green infrastructure to cater for the needs of the development.
15. Protect and enhance the character and quality of Darlington's landscape.	-	-	LT	P	R	LA	Outside natural southern boundary to Darlington town formed by the A66. In open countryside. Woodland area alongside the sites south east boundary provides some separation from the wider landscape.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	SB	Development is unlikely to affect any elements which contribute to the significance of a heritage asset.
Overall Predicted Effect:	The site is outside of the natural southern boundary to Darlington town formed by the A66 in open countryside. There is no direct walking/cycling route into Darlington that avoids crossing the A66. The site is not well served by services and facilities, including public transport, but is large enough to provide a significant number of affordable houses. The site is reasonably self-contained with woodland screening it from the wider landscape to the south and east. The Cree Beck runs along the sites eastern boundary.						
Potential Mitigation:	<ul style="list-style-type: none"> ● Provision of an appropriate landscape buffer and additional tree planting on northern boundary alongside A66. ● Incorporate appropriate measures to minimise the potential impact of noise from the A66. ● Improve pedestrian and cycle connections to existing services and facilities in the town. ● Avoid area at risk of flooding and incorporate suitable drainage/flood prevention measures. ● Ecological assessment required to consider impact on the natural environment and whether mitigation is possible. ● Make suitable provision for the education needs of new residents. ● Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 410: Snipe Lane, Hurworth Moor

Site Reference	410		Current Use	Agricultural land	
Site Name	Snipe Lane, Hurworth Moor		Proposed Use	Housing	
			Potential Housing Yield	700	
Site Area (Ha)	34.49		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	1,673m	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1200m		Train station	Beyond 1600m	
Secondary school	Beyond 1600m		GP practice/hospital	Within 1200m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 1200m	
Employment opportunities	Beyond 1600m		Open space	Within 400m	
Frequent Bus Service	Within 800m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	-	L	LT	P	I	DW	The site is not currently well served by services and facilities, with access interrupted by railway lines on the north and west side of the site. The only route north into Darlington is via Neasham Road. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site is not close to key community and cultural facilities. Able to provide an element of affordable housing and help support existing community facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0	L	LT	P	R	LA	Good access to green infrastructure and the PROW network. Site is large enough to accommodate significant new green infrastructure provision. GP practice is situated some distance from the site. Greenfield site not large enough to provide allotments as part of development.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	LA	Reasonable access to a bus route with frequent service to higher education facilities in Darlington (requires changing buses in Darlington). A direct bus route offering a reduced frequency service is also accessible. Within 5km of a higher education establishment. Close to a couple of local primary schools that currently have space capacity but the school buildings/sites have no capacity for expansion. Large site that has the potential to create/support vocational training through the construction and marketing process.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+/-	L	LT	P	R	LA	Site is reasonably close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Site is large enough to potentially contribute towards a new/extended bus service, and to provide new facilities on site to serve the needs of the development. Site development will have some significant localised transport/accessibility impacts that will require substantial new infrastructure to mitigate to acceptable levels.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land.	0	L	LT	P	R	SB	The majority of the site is Grade 3b agricultural land, with the remainder classified as other land (Post 1988 – ALC). Majority of site is greenfield land. The majority of the site is unlikely to contain contaminated land, however the site does contain a former landfill site.
10. Minimise levels of noise, vibration, odour and light pollution.	-	L	LT	P	R	LA	The site is next to the A66 and Mowden Park Stadium, and railway lines run adjacent to the sites north and west boundary but there is sufficient scope for mitigation within the site.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	+/-	-	LT	P	R	LA	Site is likely to have some positive and negative effects on local air quality. Site is large enough to accommodate

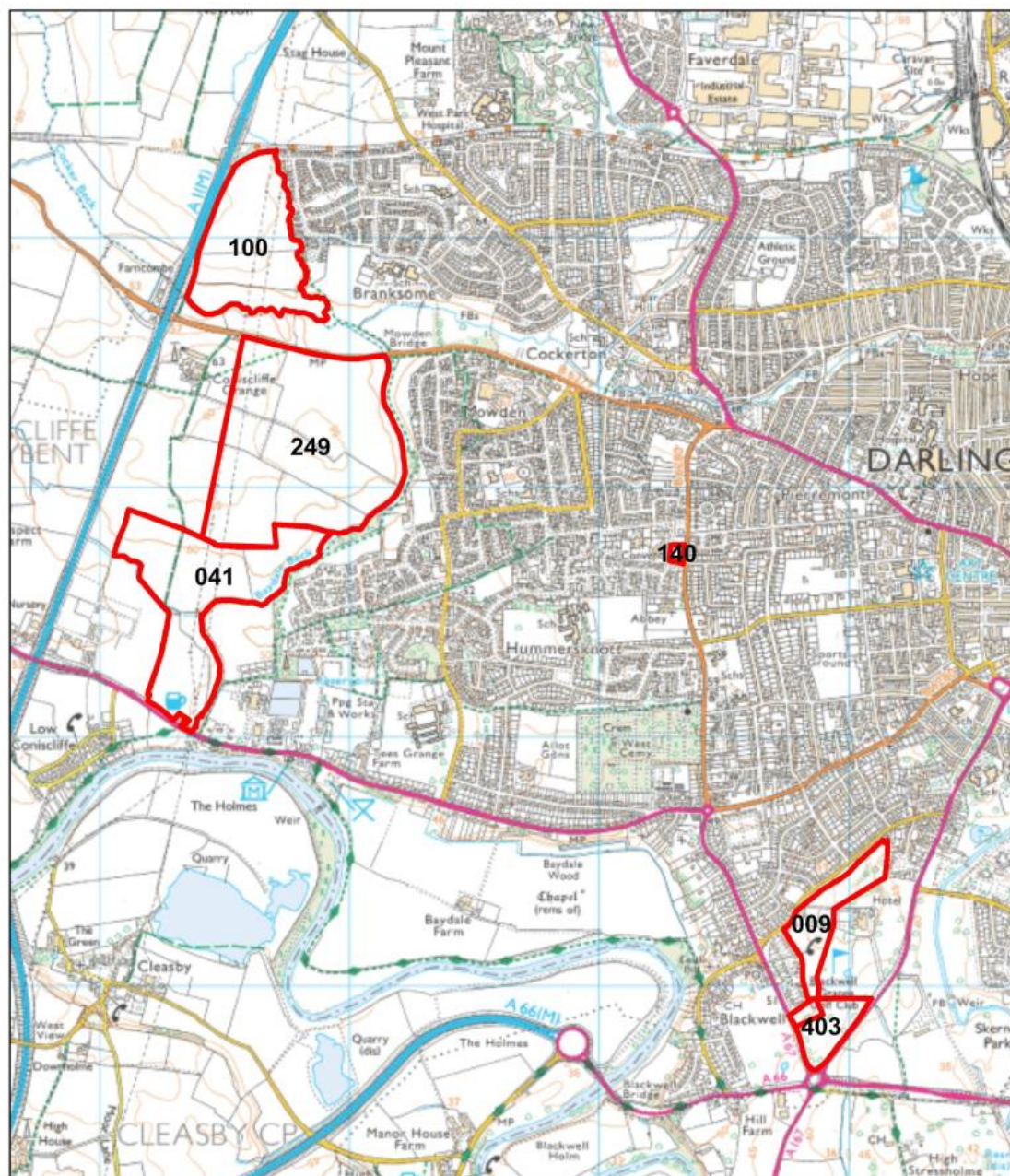
APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

							additional tree planting alongside the A66 and open space. Adjacent to area of nature conservation interest.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	Adjacent to Geneva Wood and Brankin Moor Local Nature Reserves. Site is of interest with regards to Great Crested Newts. A number of PROW cross the site. Numerous hedgerows across site that will be affected.
14. Protect and enhance green infrastructure of all types.	+	L	LT	P	R	SB	Site is close to a number of open spaces and playing pitches. The site contains a PROW. Site development would deliver significant new accessible green infrastructure to cater for the needs of the development and enhance existing spaces.
15. Protect and enhance the character and quality of Darlington's landscape.	-	-	LT	P	R	LA	The site is located on the edge of the settlements built up area hemmed in by the A68 to the south and railway lines to the North and West. However, the development of this large site would make a noticeable difference to the landscape on the south side of Darlington.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	SB	Railway cottages in north east corner of site. Development is unlikely to affect any elements which contribute to the significance of a heritage asset.
Overall Predicted Effect:	The site is not currently well served by services and facilities, with access interrupted by railway lines on the north and west side of the site. Site is reasonably close to public transport services. The site should be capable of providing a significant amount of affordable housing to help meet local needs. Adjacent to Geneva Wood and Brankin Moor Local Nature Reserves (LNR). Large enough to make significant provision of new green infrastructure.						
Potential Mitigation:	<ul style="list-style-type: none"> • Improve connectivity into Darlington by walking and cycling. • Provision of suitable services and facilities to serve the development and reduce the need for residents to travel. • Provision of appropriate landscape and other mitigation, including landscape buffer, to reduce impact on Geneva Woods LNR. • Increase physical links and connectivity between Geneva Woods LNR and Brankin Moor LNR • Improve access to a frequent bus service. • Likely to require S278 works for access/junction works. • Incorporate appropriate measures to minimise the potential impact of noise and vibration from the A66 and railway lines. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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South West Darlington

Picture 5 South West Darlington SA Site Options



South West Darlington Site Assessments

Development site options assessed by SA

Plan produced by the Planning Policy Section,
Economic Growth

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Site 9: Blackwell Grange East

Site Reference	9		Current Use	Disused golf course/open space	
Site Name	Blackwell Grange East		Proposed Use	Housing	
			Potential Housing Yield	43	
Site Area (Ha)	8.26		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	26 TPO'd trees & 1 group TPO	11%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	4.05	49%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.02	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1200m		Train station	Beyond 1600m	
Secondary school	Within 1200m		GP practice/hospital	Beyond 1600m	
Higher education	Within 1600m		Local centre/shopping facilities	Within 1600m	
Employment area	Within 1600m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	The site is not well served by services and facilities but has good connections to existing footpaths, cycle routes and public transport. Able to provide an element of affordable housing and lifetime homes. The site is reasonably well connected to the town centre.
2. Develop vibrant and cohesive communities.	--	L	LT	P	R	LA	Site development will result in the loss of open space (disused golf course) with no prospect for replacement. Able to provide an element of affordable housing and help support existing local community facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	-	L	LT	P	R	LA	Site has good access to green infrastructure and the public rights of way network, but would result in the loss of existing open space. Site does not have good access to existing health

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							facilities. Majority of site is greenfield land. Site is not large enough to provide allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	++	L	LT	P	R	SB	Access to a bus route with frequent service to higher education facilities in Darlington (requires changing buses in Darlington). Within 2km of a higher education establishment. Polam Hall School is the closest primary school (awaiting information on school capacity), but there are other primary schools in the vicinity.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	LA	Site is located close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Site development will have some localised transport/accessibility impacts but these are likely to be minor in nature and can be mitigated. Access off Blackwell Lane would be preferred from a traffic management perspective, but also possible off Carmel Rd.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	0	L	LT	P	R	SB	Site classified as urban (ALC - provisional). Majority of site is greenfield land. Site adjacent to a minerals consultation area. Site is unlikely to contain contaminated land.
10. Minimise levels of noise, vibration, odour and light pollution.	++	L	LT	P	R	SB	There are no obvious sources of potential noise, vibration, odour and/or light pollution close to the site.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is entirely within Flood zone 1. No significant risk of flooding from surface water, but site layout and design should consider potential implications of flooding.
12. Protect and enhance air and water quality and make efficient use of water.	-	-	LT	P	R	LA	Site is likely to have a limited effect on local air quality that could be mitigated. The site is covered by the Blackwell Grange Golf Course Local Wildlife site.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	Blackwell Grange Golf Course Local Wildlife site. The site contains numerous TPO trees/groups that form a continuous strong tree belt along its northern boundary, to the north of the drive and across the centre of the site. Site is within an area of high interest with regards to Great Crested Newts.

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14. Protect and enhance green infrastructure of all types.	-	L	LT	P	R	LA	The southern half of the site is part of the Blackwell Grange Golf Course Local Wildlife site. Loss of existing open space.
15. Protect and enhance the character and quality of Darlington's landscape.	-	-	LT	P	R	LA	Loss of parkland setting.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	--	-	LT	P	R	LA	The site forms part of the grounds to the Grade II* listed Blackwell Grange Hotel (and Grade II listed outbuildings). Development will affect setting of the Grade II listed Blackwell Grange and its parkland curtilage. Significant mitigation and public benefit required to offset the harm caused. Potential to better reveal the approach to Blackwell Grange along the historic drive from Grange Road. Within an area of high archaeological potential.
Overall Predicted Effect:	The site forms part of the grounds to the listed Blackwell Grange Hotel and was previously used as a golf course. The site is not well served by services and facilities but has good connections to existing footpaths, cycle routes and public transport. The site should be capable of providing an element of affordable housing to help meet local needs. Development would result in the loss of open space. Development will affect setting of the Grade II listed Blackwell Grange and its parkland curtilage.						
Potential Mitigation:	<ul style="list-style-type: none"> • Would need significant mitigation to restore the remaining parkland area to the Grade II Listed building. • Habitat improvements required throughout the site and on the parkland area to the south of former Mill Lane. • Retention and maintenance of TPOd trees on site. • Site development would require mitigation for the loss of open space. • Possible HE contribution towards additional traffic on A66/Blands Corner. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 41: Coniscliffe Park (South)

Site Reference	41		Current Use	Agricultural land	
Site Name	Coniscliffe Park (South)		Proposed Use	Housing	
			Potential Housing Yield	535	
Site Area (Ha)	28.32		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.16	1%	Tree Preservation Order	0.00	0%
Flood zone 3	0.58	2%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.03	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	1175.91	-	Minerals consultation area	0.00	0%
Open space	0.17	1%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1600m		Train station	Beyond 1600m	
Secondary school	Within 1200m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 1200m	
Employment area	Beyond 1600m		Open space	Within 400m	
Frequent Bus Service	Within 800m		Playing field	Within 1200m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	I	DW	The site is not well served by services and facilities but has good connections to existing footpaths, cycle routes and public transport. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	+/-	L	LT	P	R	LA	Site is accessible to a limited range of community facilities. Able to provide an element of affordable housing and help support existing local community facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0	L	LT	P	R	LA	Good access to green infrastructure and PROW network. Site is large enough to accommodate significant new green infrastructure provision. GP practice is situated some distance from the site.

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							Greenfield site not large enough to provide allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	++	L	LT	P	R	LA	Reasonable access to a bus route with frequent service to higher education facilities in Darlington (requires changing buses in Darlington). Within 5km of a higher education establishment. Large site that has the potential to create/support vocational training through the construction and marketing process. Local primary school has spare capacity and the school site has capacity for expansion.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+/-	L	LT	P	R	LA	Site is reasonably close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Site is large enough to potentially contribute towards a new/extended bus service, and to provide new facilities on site to serve the needs of the development. Development has potential to ease congestion locally by providing a relief road between Coniscliffe Road and Staindrop Road taking traffic out of Cockerton. Route would be formed through this site and site 249 to the North.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land and property.	-	L	LT	P	R	SB	Majority of the site is identified as Grade 3 agricultural land, with 9% classified as Grade 2 (ALC - provisional). Entire site is greenfield land. Site is unlikely to contain contaminated land.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	LA	Site lies adjacent/close to the A67, A1(M) and Broken Scar water treatment works but there is scope for mitigation within the site.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	0	L	LT	R	R	LA	The majority of the site is within Flood zone 1. A small portion of the site is within Flood Zones 2 and 3. No significant risk of flooding from surface water, but site layout and design should consider potential implications of flooding.
12. Protect and enhance air and water quality and make efficient use of water.	+/-	-	LT	P	R	LA	Site is likely to have some positive and negative effects on local air quality. Site is large enough to accommodate

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							additional tree planting and open space. The Baydale Beck runs along the sites eastern boundary. Close to nature conservation site.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	Adjacent to Broken Scar Local Wildlife Site. Eastern edge of site is within an area of interest with regards to Great Crested Newts. A PROW crosses the site north south and across the centre of the site. Site is large enough to accommodate additional tree planting and green infrastructure. Site development could help to create links between existing wildlife friendly areas.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	LA	Wildlife friendly open space is located to the east and west of the site. Community Woodland to west. Existing public access to site via PROW network. Development will deliver significant new green infrastructure as part of development.
15. Protect and enhance the character and quality of Darlington's landscape.	++	-	LT	P	R	LA	Certain degree of tree cover to east and west. Northern part of site visible from A1(M). Development could alter the approach to Darlington along the A67. Low landscape and visual sensitivity to development. Carefully designed and sited development could be accommodated without significant effect on the wider landscape character and visual amenity of the site.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	-	LT	P	R	LA	Reducing separation of Merrybent from main urban area. Development is unlikely to affect any elements which contribute to the significance of a heritage asset.
Overall Predicted Effect:	Large site situated between the urban edge and the A1(M). The site is not well served by services and facilities but has good connections to existing footpaths, cycle routes and public transport. The site should be capable of providing a significant amount of affordable housing alongside appropriate community facilities to meet the day to day needs of residents. Site is adjacent to the Baydale Beck, Broken Scar Local Nature Reserve and an area of community woodland that should all be protected as part of development.						
Potential Mitigation:	<ul style="list-style-type: none"> • Make provision for an internal link road across the site. • Explore the potential for the extension of bus routes through the site. • Provide adequate buffering and protection of Baydale Beck. • Provide protection to Great Crested Newts and mitigate against potential impact on Broken Scar Local Nature Reserve and the community woodland. • Avoid area at risk of flooding and incorporate suitable drainage/flood prevention measures. • Incorporate appropriate measures to minimise the potential impact of noise from A1(M). • Incorporate the mitigation proposed by the Landscape Sensitivity Study. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 100: Hall Farm, Branksome

Site Reference	100		Current Use	Agricultural land	
Site Name	Hall Farm, Branksome		Proposed Use	Housing	
			Potential Housing Yield	495	
Site Area (Ha)	21.89		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.44	2%	Tree Preservation Order	0.00	0%
Flood zone 3	3.00	14%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	8.06	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Beyond 1600m	
Secondary school	Within 400m		GP practice/hospital	Within 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 1600m	
Employment area	Beyond 1600m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	I	DW	The site is not well served by services and facilities but has good connections to existing footpaths, cycle routes and public transport. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Site is accessible to a limited range of community facilities. Site will provide an element of affordable housing and help support existing local community facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0	L	LT	P	R	LA	Good access to green infrastructure and the PROW/cycle network. Site is large enough to accommodate significant new green infrastructure provision. Site is somewhat distant from local GP provision. Greenfield site – some of

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							which is best and most versatile land. Site not large enough to provide allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	LA	Access to a bus route with frequent service to higher education facilities in Darlington (running close to QE Sixth Form College). Within 5km of a higher education establishment. Could potentially create/support vocational training. There is currently no spare capacity at the local primary school, but the school building/site has capacity for expansion.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	L	LT	P	R	LA	Site is located close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Site development will have some significant transport/accessibility impacts, including cumulative/widespread impacts that will require substantial new infrastructure to mitigate to acceptable levels. Possible links through Branksome but would need to be considered carefully to assess capacity of existing roads and suitability for further intensification
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land and property.	-	L	LT	P	R	SB	Majority of site is Grade 3b agricultural land, but a third is Grade 3a (Post 1988 - ALC). Entire site is greenfield land. Site is unlikely to contain contaminated land.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	LA	Site lies adjacent to the A1(M) and the Wyvern Academy but there is scope for mitigation within the site.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	0	L	LT	R	R	LA	The majority of the site is within Flood zone 1. A portion of the site is within Flood Zones 2 and 3. No significant risk of flooding from surface water.
12. Protect and enhance air and water quality and make efficient use of water.	+/-	-	LT	P	R	LA	Site is likely to have some positive and negative effects on local air quality. The Baydale Beck runs along the sites southern boundary.
13. Protect and enhance biodiversity and geodiversity.	+	-	LT	P	R	LA	A PROW runs along the sites western boundary. Site is large enough to accommodate additional tree planting and green infrastructure. Large arable

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							field with opportunity to extend green corridors along Cocker Beck and Branksome Beck.
14. Protect and enhance green infrastructure of all types.	+	-	LT	P	R	LA	Next to the Barnard Castle trackbed green corridor and other areas of informal recreational open space. Provide significant green infrastructure along southern side of site (wider than the flood plain).
15. Protect and enhance the character and quality of Darlington's landscape.	+	-	LT	P	R	LA	Prominent site on the edge of the urban area visible from the A1(M) and B6279. Provide a buffer between the urban edge and the A1(M). Both landscape and visual impact is considered to be low for this site. There is some opportunity for carefully sited and designed residential development.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	LA	Development is unlikely to affect any elements which contribute to the significance of a heritage asset.
Overall Predicted Effect:	Large site situated between the urban edge and the A1(M). The site is not well served by services and facilities but has good connections to existing footpaths, cycle routes and public transport. The site should be capable of providing a significant amount of affordable housing alongside appropriate community facilities to meet the day to day needs of residents. Site development will have some significant transport/accessibility impacts, including cumulative/widespread impacts that will require substantial new infrastructure to mitigate to acceptable levels. Site provides an opportunity to extend the green corridors along Cocker Beck and Branksome Beck. Site is prominent in the landscape and acts as a buffer between the urban edge and the A1(M). Part of the site is within flood zones 2 and 3.						
Potential Mitigation:	<ul style="list-style-type: none"> • Make allowance for route of link road running north south across site. • A significant landscape buffer should be provided alongside the A1(M). • Avoid development wherever possible on those parts of the site that are best and most versatile land. • Provide significant green infrastructure on the southern edge of site. • Opportunity to extend the green corridors along Cocker Beck and Branksome Beck. • Possible schemes to reduce on street parking within existing estate to provide better link capacity for new development. • Incorporate appropriate measures to minimise the potential impact of noise from A1(M) and Wyvern Academy. • Avoid area at risk of flooding and incorporate suitable drainage/flood prevention measures. • Incorporate the mitigation proposed by the Landscape Sensitivity Study. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 140: Open Space, Cardinal Gardens

Site Reference	140		Current Use	Open space	
Site Name	Open Space, Cardinal Gardens		Proposed Use	Housing	
			Potential Housing Yield	13	
Site Area (Ha)	0.38		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	1 group TPO	26%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	0%	Minerals consultation area	0.00	0%
Open space	0.38	100%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 400m		Train station	Beyond 1500m	
Secondary school	Within 400m		GP practice/hospital	Within 400m	
Higher education	Within 1200m		Local centre/shopping facilities	Within 800m	
Employment area	Within 1600m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	++	L	LT	P	R	LA	The site is well served by services and facilities in the local area and has good connections to existing footpaths, cycle routes and public transport. Able to provide an element of affordable housing and lifetime homes. The site is reasonably well connected to the town centre.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Site has reasonable access to local community and cultural facilities. Able to provide an element of affordable housing and help support existing local community facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+/-	L	LT	P	R	LA	Good access to green infrastructure, cycle and local GP surgery. However, site development would result in the loss of open space with no prospect of a replacement facility. Greenfield site not large enough to provide allotments as part of development.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	L	LT	P	R	SB	Access to a bus route with frequent service to higher education facilities in Darlington (running close to QE Sixth Form College). Within 2km of a higher education establishment. There is currently limited spare capacity at the local primary school, but the school building/site has capacity for expansion.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	++	L	LT	P	R	SB	Site is located close to a bus route with a frequent service allowing access to services/facilities and job opportunities. The site is well served by local services and facilities within walking distance. Site development will have some localised transport/accessibility impacts but these are likely to be minor in nature and can be mitigated.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	0	L	LT	P	R	SB	Site classified as urban (ALC - provisional). Entire site is greenfield land. Site is unlikely to contain contaminated land.
10. Minimise levels of noise, vibration, odour and light pollution.	++	L	LT	P	R	SB	There are no obvious sources of potential noise, vibration, odour and/or light pollution close to the site.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is entirely within Flood zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	+	L	LT	P	R	SB	Site development is unlikely to have a negative effect on local air quality.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	SB	The site includes an extensive tree belt along its eastern boundary that is protected by a Tree Preservation Order. There are also a number of trees along the sites western boundary. Development would compromise the woodland corridor.
14. Protect and enhance green infrastructure of all types.	--	L	LT	P	R	LA	The site is currently informal recreational open space that would be lost if developed.
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	SB	The site is located within a settlements built up area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	SB	Development should retain the boundary wall along Carmel Road North.

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Overall Predicted Effect:	Existing open space that would be lost through development with limited scope for replacement. The site is well served by services and facilities in the local area and has good connections to existing footpaths, cycle routes and public transport. Able to provide an element of affordable housing and lifetime homes. The tree belt along the sites eastern boundary that is protected by a TPO.
Potential Mitigation:	<ul style="list-style-type: none"> • Site development would require mitigation for the loss of open space. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space).

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Site 249: Coniscliffe Park North

Site Reference	249		Current Use	Agricultural land	
Site Name	Coniscliffe Park North		Proposed Use	Housing/retail	
			Potential Housing Yield	985	
Site Area (Ha)	50.08		Potential Employment Yield	400 sqm	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.16	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.34	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	223.00	-	Minerals consultation area	0.00	0%
Open space	0.54	1%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1200m		Train station	Beyond 1600m	
Secondary school	Within 800m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 1200m	
Employment area	Beyond 1600m		Open space	Within 400m	
Frequent Bus Service	Within 800m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	I	DW	The site is not well served by services and facilities but has good connections to existing footpaths, cycle routes and public transport. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Large site with potential for mixed use development, incorporating community facilities, along with significant levels of affordable housing. Site is accessible to a limited range of community facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+/-	L	LT	P	R	LA	Good access to green infrastructure and the PROW/cycle network. Site is large enough to accommodate significant new green infrastructure provision.

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							Site is somewhat distant from local GP provision but this is a large site with the potential to deliver new health facilities as part of the development. Greenfield site located on best and most versatile land.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	++	L	LT	P	R	LA	Reasonable access to a bus route with frequent service to higher education facilities in Darlington (requires changing buses in Darlington). Within 5km of a higher education establishment. Large site that has the potential to create/support vocational training through the construction and marketing process. Local primary school currently has spare capacity and the school site has capacity for expansion.
5. Improve the safety and security of people and property.	+/-	L	LT	P	R	SB	Site is reasonably close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Site is large enough to potentially contribute towards a new/extended bus service.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	LA	Site promoted for residential use with a small element of commercial space. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+/-	L	LT	P	R	DW	Site is reasonably close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Site is large enough to potentially contribute towards a new/extended bus service, and to provide new facilities on site to serve the needs of the development. Site development will have some significant transport impacts, including cumulative impacts that will require substantial new infrastructure to mitigate to acceptable levels. Development has potential to ease congestion locally by providing a relief road between Coniscliffe Road and Staindrop Road taking traffic out of Cockerton. Route could be formed through this site and site 41 to south.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land and property.	--	L	LT	P	R	SB	Majority of the site is identified as Grade 2 agricultural land (ALC - provisional). Entire site is greenfield land. Site is unlikely to contain contaminated land.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	LA	Site lies close to the A1(M) but there is scope for mitigation within the site.

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11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	0	L	LT	R	R	LA	The majority of the site is within Flood zone 1. A very small portion of the site is within Flood Zones 2 and 3. No significant risk of flooding from surface water, but site layout and design should consider potential implications of flooding.
12. Protect and enhance air and water quality and make efficient use of water.	+/-	-	LT	P	R	LA	Site is likely to have some positive and negative effects on local air quality. Site is large enough to accommodate additional tree planting and green infrastructure. The Baydale Beck runs along the sites eastern boundary.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	PROW are present to the east and west of the site. Part of PROW crosses the sites north west corner. Site is large enough to accommodate additional tree planting and green infrastructure. Recent Great Crested Newt record on site. Site development could help to create links between existing wildlife friendly areas.
14. Protect and enhance green infrastructure of all types.	+	-	LT	P	R	LA	Wildlife friendly open space is located alongside the sites eastern boundary along the course of the Baydale Beck.
15. Protect and enhance the character and quality of Darlington's landscape.	++	-	LT	P	R	LA	Prominent site on the urban edge visible from the A1(M) and B6279. Site is considered to be of low landscape and visual sensitivity and is less likely to be adversely affected by residential development.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	-	LT	P	R	LA	Development is unlikely to affect any elements which contribute to the significance of a heritage asset.
Overall Predicted Effect:	Large site situated between the urban edge and the A1(M). The site is not well served by services and facilities but has good connections to existing footpaths, cycle routes and public transport. The site should be capable of providing a significant amount of affordable housing to help meet local needs alongside appropriate community facilities to meet the day to day needs of residents. Site development will have some significant transport impacts, including cumulative impacts that will require substantial new infrastructure to mitigate to acceptable levels.						
Potential Mitigation:	<ul style="list-style-type: none"> • Make provision for a link road running north south across the site. • Explore the potential for the extension of bus routes through the site. • Provide adequate buffering and protection of Baydale Beck. • Avoid area at risk of flooding and incorporate suitable drainage/flood prevention measures. • Incorporate appropriate measures to minimise the potential impact of noise from A1(M). • Incorporate the mitigation proposed by the Landscape Sensitivity Study. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 403: Blackwell Grange East

Site Reference	403		Current Use	Disused golf course/open space	
Site Name	Blackwell Grange East		Proposed Use	Housing	
			Potential Housing Yield	72	
Site Area (Ha)	5.26		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	18 TPO'd trees & 1 group TPO	10%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	5.00	95%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	2.56	49%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1200m		Train station	Beyond 1600m	
Secondary school	Within 1200m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 1600m	
Employment opportunities	Within 1600m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	++	L	LT	P	R	LA	The site is not well served by services and facilities but has good connections to existing footpaths, cycle routes and public transport. Capable of providing a significant amount of affordable housing and lifetime homes. The site is reasonably well connected to the town centre.
2. Develop vibrant and cohesive communities.	--	L	LT	P	R	LA	Site development will result in the loss of part of an open space (disused golf course) with no prospect for replacement on site. Development could however help restore the parkland setting to Blackwell Grange. Able to provide an element of affordable housing and help support existing local community facilities.

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3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	-	L	LT	P	R	LA	Site has good access to green infrastructure and the public rights of way network, but would result in the loss of part of an existing open space. Site does not have good access to existing health facilities. Majority of site is greenfield land. Site is not large enough to provide allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	++	L	LT	P	R	SB	Access to a bus route with frequent service to higher education facilities in Darlington (requires changing buses in Darlington). Within 2km of a higher education establishment. Polam Hall School is the closest primary school (awaiting information on school capacity), but there are other primary schools in the vicinity.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	LA	Site is located close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Access can be taken from Carmel Rd South, with junction spacing placed to work with the Blackwell Development opposite. Possible contribution to Highways England required due to impact on Blands corner.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land.	0	L	LT	P	R	SB	Site classified as urban (ALC - provisional). Majority of site is greenfield land. Approximately half of the site is within the Oxney Flatt minerals consultation area. Site is unlikely to contain contaminated land.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	SB	The southern corner of the site is next to the busy A167/A66 roundabout but there is scope for mitigation within the site.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is entirely within Flood zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	-	-	LT	P	R	LA	Site is likely to have a limited effect on local air quality that could be mitigated. The site is covered by the Blackwell Grange Golf Course Local Wildlife site.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	The site forms part of the Blackwell Grange Golf Course Local Wildlife Site. The site contains numerous TPO

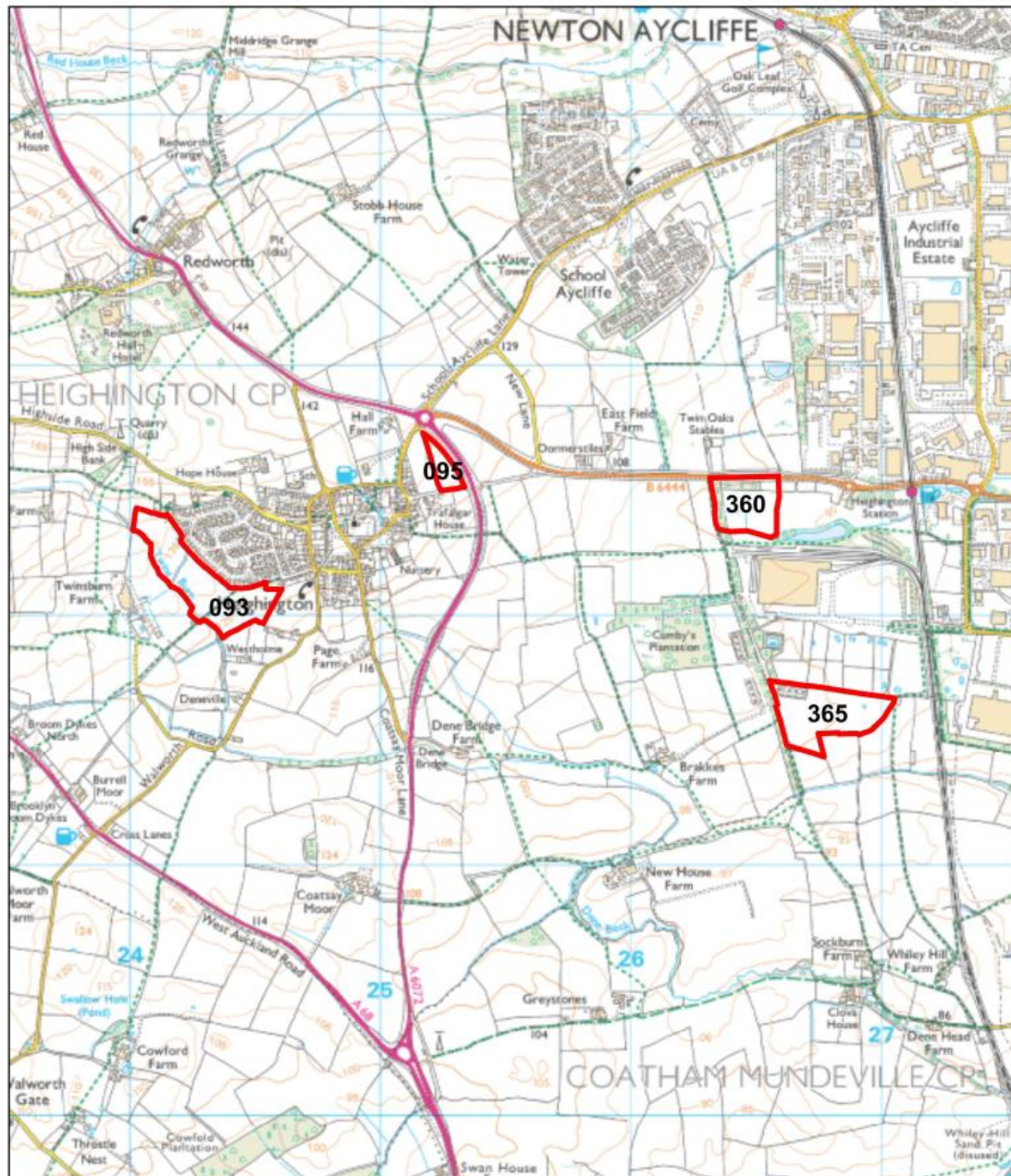
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							trees/groups that form a continuous strong tree belt along Carmel Road South/Grange Road and across the centre of the site. Site is within an area of high interest with regards to Great Crested Newts.
14. Protect and enhance green infrastructure of all types.	-	L	LT	P	R	LA	Site is part of the Blackwell Grange Golf Course Local Wildlife site. Loss of existing open space.
15. Protect and enhance the character and quality of Darlington's landscape.	-	-	LT	P	R	LA	Loss of parkland setting. Site located at an important entrance to the town. Significant mature tree belt forms the boundary of the site to both Carmel Road South and Grange Road minimising views into the site.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	--	-	LT	P	R	LA	The site forms part of the grounds to the Grade II* listed Blackwell Grange Hotel (and Grade II listed outbuildings). Development will affect setting of the Grade II listed Blackwell Grange and its parkland curtilage. Significant mitigation and public benefit required to offset the harm caused. Within an area of high archaeological potential.
Overall Predicted Effect:	The site forms part of the grounds to the listed Blackwell Grange Hotel and was previously used as a golf course. The site is not well served by services and facilities but has good connections to existing footpaths, cycle routes and public transport. The site should be capable of providing an element of affordable housing to help meet local needs. Development would result in the loss of open space. Development will affect setting of the Grade II listed Blackwell Grange and its parkland curtilage.						
Potential Mitigation:	<ul style="list-style-type: none"> • Would need significant mitigation to restore the remaining parkland area to the Grade II Listed building. • Habitat improvements required throughout the site. • Retention and maintenance of TPOd trees on the site. • Site development would require mitigation for the loss of open space. • Possible highways contribution required towards additional traffic on A66/Blands Corner. • An archaeological evaluation of the site should be conducted prior to development. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Heighington

Picture 6 Heighington SA Site Options



Heighington Site Assessments

Development site options assessed by SA

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Economic Growth

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Site 93: South west Heighington

Site Reference	93		Current Use	Agricultural	
Site Name	South West Heighington		Proposed Use	Housing	
			Potential Housing Yield	272	
Site Area (Ha)	10.36		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m)*	% of site	Site Constraints	Area covered (Ha)/Length (m)*	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	319m	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Beyond 1600m	
Secondary school	Beyond 1600m		GP practice/hospital	Within 800m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment area	Beyond 1600m		Open space	Within 400m	
Frequent Bus Service	Within 800m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	Village location with reasonable access to a range of local services. Capable of providing a significant amount of affordable housing and lifetime homes. There are limited opportunities to connect the site to the wider village via footpaths/cyclepaths.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Development would help support local village facilities and services. Would provide a mixture of affordable and market housing to meet local needs.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Good access to green infrastructure and the local GP surgery. A PROW crosses the site. Site is large enough to accommodate significant GI provision as part of development. Greenfield site not large enough to provide allotments as part of development.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	L	LT	P	R	SB	Reasonable access to a bus route with frequent service to higher education facilities in Darlington (running close to QE Sixth Form College). Primary school has limited/no capacity but has scope to expand.
5. Improve the safety and security of people and property.	+	L	LT	P	R	SB	Within 20% least deprived areas under IMD crime domain.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	-	L	LT	P	R	LA	Majority of site is between 400-800m from bus route with frequent service. There are limited opportunities to connect the site to the wider village via footpaths/cyclepaths. Accessibility is difficult. It would be accessed through existing estate and existing roads may not be suitable for such intensification in use. All traffic would be distributed through historic village centre which has limited traffic capacity.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land.	-	L	LT	P	R	SB	Grade 3 agricultural land (ALC - provisional). Entire site is greenfield land. Site is unlikely to contain contaminated land.
10. Minimise levels of noise, vibration, odour and light pollution.	-	L	LT	P	R	LA	A possible source of pollution is situated close to the sites southern boundary.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within flood zone 1. A watercourse runs along the sites south western boundary.
12. Protect and enhance air and water quality and make efficient use of water.	0	-	LT	P	R	LA	A watercourse runs along the sites south western boundary. Site is likely to have a limited effect on local air quality that could be mitigated.
13. Protect and enhance biodiversity and geodiversity.	0	-	LT	P	R	LA	Eastern corner of site within an area of high interest with regards to Great Crested Newts. Hedges/trees border the fields that make up the site.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	There is a PROW crossing the southern half of the site (easternmost field).
15. Protect and enhance the character and quality of Darlington's landscape.	-	-	LT	P	R	LA	Potential impact on the landscape setting of the Heighington Conservation Area.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	-	LT	P	R	LA	If access to the site is provided off Walworth Road, this could effect the setting of the Heighington Conservation Area (this would result in a - score).

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

Overall Predicted Effect:	Large site on the edge of the service village. Village location with access to a reasonable range of facilities and services. Prominent in the landscape and could potentially impact on the Conservation Area. Good access to public transport offering a frequent service to Darlington. The site should be capable of providing a significant amount of affordable housing in a rural village to help meet local needs. Gaining vehicular access to the site could be problematic and cause issues on existing estate roads. Difficult to mitigate traffic impacts due to nature of infrastructure in village centre, roads and footways can't easily be improved. There is limited capacity at the local primary school but the site is capable of expansion.
Potential Mitigation:	<ul style="list-style-type: none"> • Retain and enhance hedgerows and trees where possible. • Development should protect the setting of the Conservation Area. • Improve connections to the village centre. • Explore possible options to overcome access issues. • Consider the need to incorporate measures to minimise the potential impact of noise/dust from the sawdust and wood shavings factory to the south of the site. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space).

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

Site 95: Beech Crescent East, Heighington

Site Reference	95		Current Use	Agricultural	
Site Name	Beech Crescent East, Heighington		Proposed Use	Housing	
			Potential Housing Yield	20	
Site Area (Ha)	1.53		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	1.51	98%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	0%	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Beyond 1600m	
Secondary school	Beyond 1600m		GP practice/hospital	Within 800m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment area	Within 1200m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	Village location with access to a reasonable range of local services. Able to provide an element of affordable housing and lifetime homes. Site is well connected by existing footpaths and potential cycle routes.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Development would help support local village facilities and services. Would provide a mixture of affordable and market housing to meet local needs.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Access to GI and local GP surgery. Good access to PROW and leisure activities. Greenfield site not large enough to provide allotments as part of development.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	L	LT	P	R	SB	Reasonable access to a bus route with frequent service to higher education facilities in Darlington (running close to QE Sixth Form College). Primary school has limited/no capacity but has scope to expand.
5. Improve the safety and security of people and property.	+	L	LT	P	R	SB	Within 20% least deprived areas under IMD crime domain.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	L	LT	P	R	SB	Majority of site is within 400m from a bus route with a frequent service. Bus stops are located within the village centre along the Darlington Road. Good access to strategic road network but difficulty in forming an access onto A6072 which is 60mph road. Site is elevated so possible engineering difficulties in making levels work with existing highway.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land.	0	L	LT	P	R	SB	Grade 3b agricultural land (Post 1988 - ALC). Entire site is greenfield land. Site is unlikely to contain contaminated land.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	SB	The A6072 lies close to the site but there is scope for mitigation.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is entirely within Flood zone 1. No identified risk of flooding from surface water.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	SB	Site is likely to have a limited effect on local air quality that could be mitigated.
13. Protect and enhance biodiversity and geodiversity.	0	L	LT	P	R	SB	Southern corner of site is within an area of high interest with regards to Great Crested Newts.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site would deliver new green infrastructure to meet the needs generated by the development.
15. Protect and enhance the character and quality of Darlington's landscape.	0	-	LT	P	R	LA	Well screened. Does not fall into wider landscape setting.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	-	LT	P	R	LA	Entirely within Heighington Conservation Area and in close proximity to two Grade II Listed buildings. Subject to design, should have less than substantial harm. Within an area of high archaeological potential.

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Overall Predicted Effect:	Village location with access to a reasonable range of facilities and services. Overall site scores positively. Good access to public transport offering a frequent service to Darlington. The site should be capable of providing an element of affordable housing in a rural village to help meet local needs. There is limited capacity at the local primary school but the site is capable of expansion.
Potential Mitigation:	<ul style="list-style-type: none"> ● Provide appropriate mitigation of the impact of the A6072 on amenity. ● Enhance boundary along southern edge of site. ● Non-designated rural building along sites western boundary should be recorded/retained. ● Development should be in keeping with the distinctive qualities of the Conservation Area, and conserve/enhance the historic assets in the vicinity of the site, along with their setting. ● An archaeological evaluation of the site should be conducted prior to development. ● A site specific Flood Risk Assessment may be required. ● Make suitable provision for the education needs of new residents. ● Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space).

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Site 360: Heighington Lane North

Site Reference	360		Current Use	Agricultural land	
Site Name	Heighington Lane North		Proposed Use	Employment	
			Potential Housing Yield	n/a	
Site Area (Ha)	5.67		Potential Employment Yield	3,000 sqm	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.05	1%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	0%	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Beyond 1600m		Train station	Within 800m	
Secondary school	Beyond 1600m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment area	Within 400m		Open space	Within 1200m	
Frequent Bus Service	Within 1200m		Playing field	Within 1600m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+/-	L	LT	P	R	LA	Site proposed for employment development. Reasonable connection to existing cycle routes, footpaths and public transport services with the opportunity to improve connections with surrounding areas.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Site development would provide employment uses that would increase employment opportunities for the local community.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	-	L	LT	P	R	LA	Site enables access to the PROW network and local open space but is some distance from health facilities. Greenfield site - a large proportion of the site is Grade 3a agricultural land (Post 1988 – ALC). Not suitable to providing allotments as part of development due to sites location.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	L	LT	P	R	LA	Employment site that has potential to create/support vocational training. Poor access to higher education facilities by sustainable mode of transport.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	++	L	LT	P	R	LA	Large site promoted for employment use located adjacent to existing employment uses and within reasonable distance of Heighington train station.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	LA	Large site with the potential to contribute towards a new or extended bus service. Site is within reasonable distance of Heighington train station and adjacent to an existing employment area. Highway access is off a high speed road and would require significant amounts of tree/hedge clearance to ensure required visibility standards.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards. Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land.	--	L	LT	P	R	SB	Site use could potentially result in contamination depending on employment use. A large proportion of the site is Grade 3a agricultural land (Post 1988 – ALC). Entire site is greenfield land. Site is unlikely to contain contaminated land.
10. Minimise levels of noise, vibration, odour and light pollution.	-	L	LT	P	R	LA	Site proposed for employment use and located adjacent to existing heavy industry.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	+	L	LT	R	R	LA	Majority of the site is within Flood zone 1, but a small part of the site is within Flood Zone 2 and 3a where Demon's Beck runs through the site. The site is at significant risk of flooding from surface water. Site layout and design should consider potential implications of flooding.
12. Protect and enhance air and water quality and make efficient use of water.	-	-	LT	P	R	LA	Site development could potentially have a limited negative effect on local air and water quality that could not be fully mitigated. A watercourse and balancing pond lie close to the site.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	SB	Significant tree boundary along north and west side of site, and along internal field boundaries. Highway mitigation to create safe access may necessitate significant tree/hedgerow removal.

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14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site development would deliver new green infrastructure to cater for the needs of the development.
15. Protect and enhance the character and quality of Darlington's landscape.	0	-	LT	P	R	LA	Countryside location with some capacity to accept change with appropriate mitigation. Tree boundaries along north and west boundaries should be retained.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	SB	Development is unlikely to affects elements that contribute to the significance of a heritage asset.
Overall Predicted Effect:	Site on the edge of Newton Aycliffe adjacent to an existing employment area. Opportunity for economic development well related to existing employment uses. Development would result in the loss of best and most versatile land. Depending on employment activity, development could affect local air and/or water quality without appropriate mitigation.						
Potential Mitigation:	<ul style="list-style-type: none"> • Retain tree planting on north and west site boundaries. • Ground investigation to determine whether site remediation is required. • Avoid area at risk of flooding and incorporate suitable drainage/flood prevention measures. • A site specific Flood Risk Assessment may be required. • Incorporate appropriate measures to minimise the potential impact of light/noise/odour generated by activities on the site. • Provide for the infrastructure needs of the development (including utilities, highways and open space). 						

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Site 365: Heighington Lane South

Site Reference	365		Current Use	Agricultural land	
Site Name	Heighington Lane South		Proposed Use	Employment	
			Potential Housing Yield	n/a	
Site Area (Ha)	8.0		Potential Employment Yield	5,000 sqm	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way	0.00	0%	Minerals consultation area	0.00	0%
Open space*	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Beyond 1600m		Train station	Within 1200m	
Secondary school	Beyond 1600m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment area	Within 400m		Open space	Beyond 1600m	
Frequent Bus Service	Within 1600m		Playing field	Beyond 1600m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	-	L	LT	P	R	LA	Site proposed for employment development. Reasonable connection to existing cycle routes, footpaths and public transport services but with limited prospect of improvement.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Site development would provide employment uses that would increase employment opportunities for the local community.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	-	L	LT	P	R	LA	Site enables access to the PROW network but is not well related to open space and health facilities. Greenfield site. Not suitable to providing allotments as part of development due to sites location.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	L	LT	P	R	LA	Employment site that has potential to create/support vocational training. Poor access to higher education facilities by sustainable mode of transport.
5. Improve the safety and security of people and property.	+	L	LT	P	R	SB	Within 20% least deprived areas under IMD crime domain.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	LA	Large site promoted for employment use. Located close to existing employment uses but not well related (railway line to east and great crested newt receptor area to the north).
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+/-	L	LT	P	R	LA	Large site with the potential to contribute towards a new or extended bus service. Site is some distance from Heighington train station and not well related to the existing employment area. It is not obvious how this site would be accessed but it is assumed this would have to be achieved from Newton Aycliffe in County Durham.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards. Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land.	-	L	LT	P	R	SB	Site use could potentially result in contamination depending on employment use. Grade 3b agricultural land (Post 1988 - ALC). Entire site is greenfield land. Site is unlikely to contain contaminated land.
10. Minimise levels of noise, vibration, odour and light pollution.	-	L	LT	P	R	LA	Site proposed for employment use and located close to existing heavy industry.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood zone 1. No significant risk of flooding from surface water.
12. Protect and enhance air and water quality and make efficient use of water.	-	-	LT	P	R	LA	Site development could potentially have a limited negative effect on local air and water quality that could not be fully mitigated. A series of ponds are located to the north of the site.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	Great crested newt receptor area related to the Hitachi factory is located to the north of the site. Potential adverse effects on a protected species but should be capable of mitigation. A PROW runs close to the sites western boundary.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site development would deliver new green infrastructure to cater for the needs of the development.

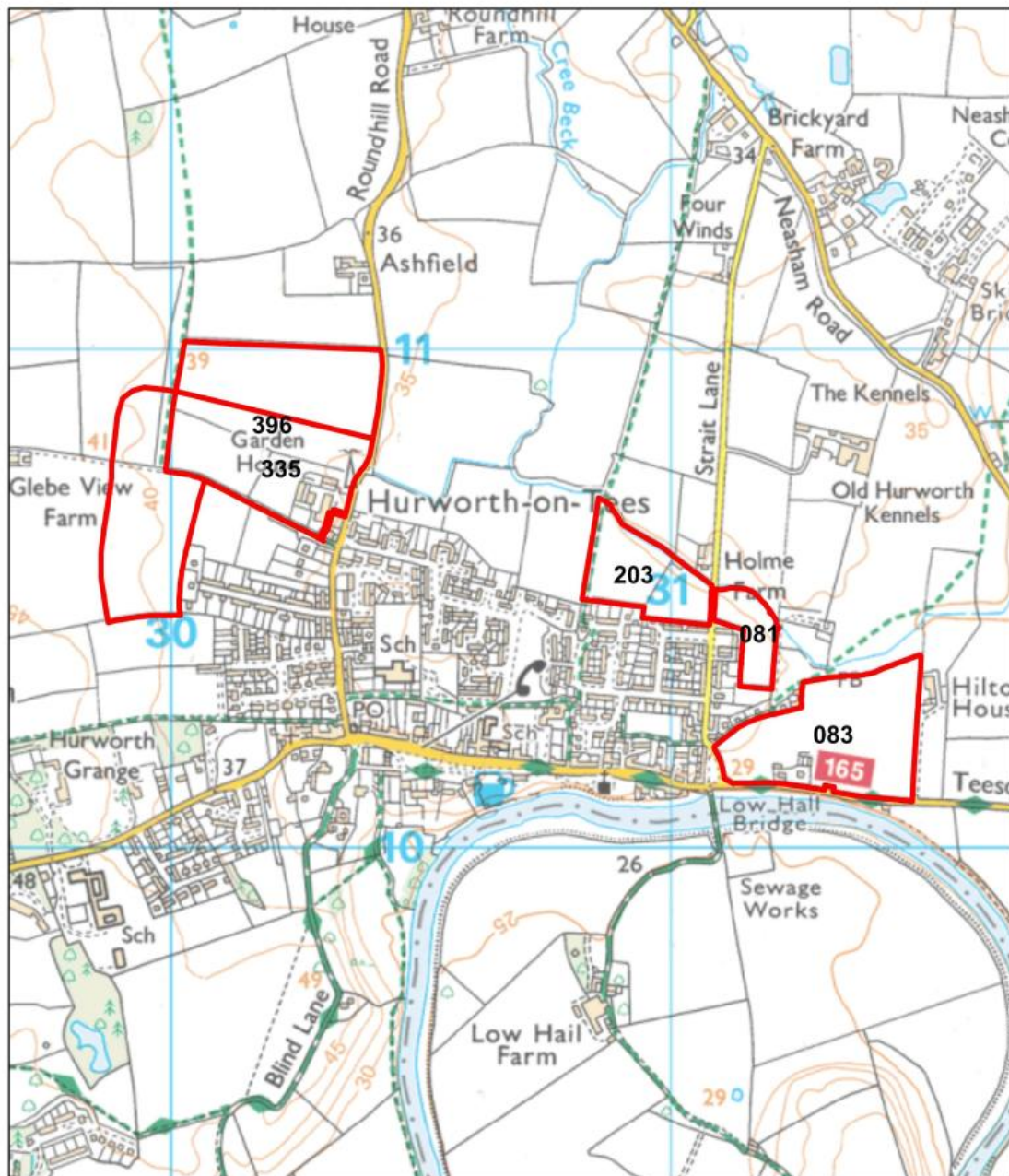
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15. Protect and enhance the character and quality of Darlington's landscape.	0	-	LT	P	R	LA	Countryside location with some capacity to accept change with appropriate mitigation. Tree boundaries along north and west boundaries should be retained.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	SB	Development is unlikely to affect elements that contribute to the significance of a heritage asset. Within an area of high archaeological potential.
Overall Predicted Effect:	Site on the edge of Newton Aycliffe separated from nearby employment uses. Depending on employment activity, development could affect local air and/or water quality without appropriate mitigation. Development could potentially impact upon the Great Crested Newt receptor area to the north of the site.						
Potential Mitigation:	<ul style="list-style-type: none"> • Development must mitigate any potential impact on the great crested newt receptor area north of the site. • Access road required. • Improve connections to Newton Aycliffe and public transport facilities. • A site specific Flood Risk Assessment may be required. • Incorporate appropriate measures to minimise the potential impact of light/noise/odour generated by activities on the site. • Provide for the infrastructure needs of the development (including utilities, highways and open space). 						

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Hurworth

Picture 7 Hurworth SA Site Options



Hurworth Site Assessments

Development site options assessed by SA

Plan produced by the Planning Policy Section,
Economic Growth

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Site 81: Land North of The Birches, Hurworth

Site Reference	81		Current Use	Agricultural land	
Site Name	Land North of The Birches, Hurworth		Proposed Use	Housing	
			Potential Housing Yield	55	
Site Area (Ha)	1.58		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.06	4%	Tree Preservation Order	0.00	0%
Flood zone 3	0.33	21%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Beyond 1600m	
Secondary school	Within 1200m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment area	Beyond 1600m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+/-	L	LT	P	R	LA	Village location with access to a reasonable range of local services. Site is well connected to existing footpaths, cycle routes and public transport. Able to provide an element of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Site is accessible to a limited range of community facilities. Development would help support local village facilities and services. Able to provide an element of affordable housing and help support existing local community facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+/-	L	LT	P	R	LA	Good access to green infrastructure and the PROW network. Closest GP practice is situated some distance from

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							the site. Greenfield site not large enough to provide allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	SB	Access to a bus route with frequent service to higher education facilities in Darlington (requires changing buses in Darlington). There is currently no spare capacity at the local primary school, but the school site has capacity for expansion.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	LA	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Site development will have minor transport/accessibility impacts that can be mitigated.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	0	L	LT	P	R	SB	Site classified as Urban (ALC - provisional). Entire site is greenfield land. Site is unlikely to contain contaminated land.
10. Minimise levels of noise, vibration, odour and light pollution.	++	L	LT	P	R	SB	There are no obvious sources of potential noise, vibration, odour and/or light pollution close to the site.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	0	L	LT	R	R	SB	A quarter of the site is within Flood Zones 2 and 3.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	LA	Site is likely to have a limited effect on local air quality that could be mitigated. Cree Beck runs along the sites northern boundary. A PROW is located close to the sites southern boundary.
13. Protect and enhance biodiversity and geodiversity.	0	-	LT	P	R	SB	Moderate biodiversity interest related to the site, potential impact of development capable of mitigation.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site development would deliver new accessible green infrastructure to cater for the needs of the development.
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	SB	Subject to suitable scale and design, the development of this site should not have a significant effect on landscape character.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	SB	Development is unlikely to affect any elements which contribute to the significance of a heritage asset.

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Overall Predicted Effect:	The village contains a reasonable range of facilities and services and is well served by public transport. The site should be capable of providing an element of affordable housing in a rural village to help meet local needs. Site is fairly self-contained and unlikely to result in significant effects on the built and natural environment. A quarter of the site is within flood zone 2 and 3. There is limited capacity at the local primary school but the site is capable of expansion.
Potential Mitigation:	<ul style="list-style-type: none"> • Access would be preferable within the 30mph restriction. • Avoid area at risk of flooding and incorporate suitable drainage/flood prevention measures. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space).

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

Site 83: North of Neasham Road, Hurworth

Site Reference	83		Current Use	Agricultural land	
Site Name	North of Neasham Road, Hurworth		Proposed Use	Housing	
			Potential Housing Yield	190	
Site Area (Ha)	7.26		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.01	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1200m		Train station	Beyond 1600m	
Secondary school	Within 1600m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment area	Beyond 1600m		Open space	Within 400m	
Frequent Bus Service	Within 800m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	The site is not that well served by services and facilities. Site is well connected to existing footpaths, cycle routes and public transport. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Site is accessible to a limited range of community facilities. Development would help support local village facilities and services. Able to provide an element of affordable housing and help support existing local community facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+/-	L	LT	P	R	LA	Good access to green infrastructure and the PROW network. Closest GP practice is situated some distance from

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

							the site. Greenfield site not large enough to provide allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	L	LT	P	R	SB	Reasonable access to a bus route with frequent service to higher education facilities in Darlington (requires changing buses in Darlington). There is currently no spare capacity at the local primary school, but the school site has capacity for expansion.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	L	LT	P	R	LA	Site is reasonably close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Site development will have some transport/accessibility impacts but these are likely to be minor in nature and can be mitigated. Transport Assessment would be required. Footpath available along Neasham Road.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	-	L	LT	P	R	SB	Site includes Grade 2 (36%) and Grade 3 (13%) agricultural land, with the remainder classified as urban (ALC – provisional). Entire site is greenfield land. Site is unlikely to contain contaminated land.
10. Minimise levels of noise, vibration, odour and light pollution.	++	L	LT	P	R	LA	There are no obvious sources of potential noise, vibration, odour and/or light pollution close to the site.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	+/-	L	LT	P	R	LA	Site is likely to have some positive and negative effects on local air quality. Site is large enough to accommodate additional tree planting and open space. The River Tees runs close to the sites southern boundary, and the Cree Beck is to the north.
13. Protect and enhance biodiversity and geodiversity.	0	L	LT	P	R	SB	Moderate biodiversity interest related to the site, potential impact of development capable of mitigation.
14. Protect and enhance green infrastructure of all types.	+	L	LT	P	R	SB	Improvement of arable field. Site development would deliver significant new accessible green infrastructure to cater for the needs of the development and enhance existing spaces.

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15. Protect and enhance the character and quality of Darlington's landscape.	--	-	LT	P	R	LA	Highly visible from the south and approach to village from the east. River setting. Important to the setting of the village.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	--	L	LT	P	R	LA	Development would significantly affect the setting of Hurworth Conservation Area Conservation Area and the Grade II listed Strawberry Cottage.
Overall Predicted Effect:	The village contains a reasonable range of facilities and services and is well served by public transport. Capable of providing a significant amount of affordable housing and lifetime homes in a rural village to help meet local needs. Site is highly visible from south and approach to village. Development would significantly affect the setting of Hurworth Conservation Area Conservation Area and the Grade II listed Strawberry Cottage. There is limited capacity at the local primary school but the site is capable of expansion.						
Potential Mitigation:	<ul style="list-style-type: none"> • Development would need be of the highest quality design and protect the setting of Hurworth Conservation Area Conservation Area and the Grade II listed Strawberry Cottage. • Retain and enhance hedgerows and trees where possible. • Relocate speed limit location to bring access into 30mph, further works may be needed pending TA. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

Site 203: Land to the West and South of

Site Reference	203		Current Use	Agricultural land	
Site Name	Land to the West and South of Holme Farm, Hurworth		Proposed Use	Housing	
			Potential Housing Yield	12	
Site Area (Ha)	3.57		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.07	2%	Tree Preservation Order	0.00	0%
Flood zone 3	0.94	26%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	203.65	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Beyond 1600m	
Secondary school	Within 1200m		GP practice/hospital	Within 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment area	Beyond 1600m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	Village location with access to a reasonable range of local services. Site is well connected to existing footpaths, cycle routes and public transport. Able to provide an element of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Site is accessible to a limited range of community facilities. Development would help support local village facilities and services. Able to provide an element of affordable housing and help support existing local community facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+/-	L	LT	P	R	LA	Good access to green infrastructure and the PROW network. Closest GP practice is situated some distance from

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

							the site. Greenfield site not large enough to provide allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	SB	Access to a bus route with frequent service to higher education facilities in Darlington (requires changing buses in Darlington). There is currently no spare capacity at the local primary school, but the school site has capacity for expansion.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	SB	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Site development will have some localised transport/accessibility impacts but these are likely to be minor in nature and can be mitigated.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	0	L	LT	P	R	SB	Site classified as urban (ALC – provisional). Entire site is greenfield land. Site is unlikely to contain contaminated land. Site is within a minerals consultation area.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	SB	There are school playing fields to the west of the site but there is scope for mitigation.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	0	L	LT	R	R	SB	A little over a quarter of the site is within Flood Zones 2 and 3.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	SB	Site is likely to have a limited effect on local air quality that could be mitigated. The Cree Beck runs along the sites northern boundary.
13. Protect and enhance biodiversity and geodiversity.	0	-	LT	P	R	LA	Beck along northern boundary. Mature hedgerow along Strait Lane (likely be affected by access requirements). A PROW runs along the sites western boundary.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site development would deliver new green infrastructure to cater for the needs of the development.
15. Protect and enhance the character and quality of Darlington's landscape.	-	-	LT	P	R	LA	Visible from surrounding landscape (particularly north). Impact on landscape character of the lane.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	SB	Development is unlikely to affect any elements which contribute to the significance of a heritage asset.

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Overall Predicted Effect:	The village contains a reasonable range of facilities and services and is well served by public transport. The site should be capable of providing an element of affordable housing in a rural village to help meet local needs. There is limited capacity at the local primary school but the site is capable of expansion. A quarter of the site is within flood zones 2 and 3.
Potential Mitigation:	<ul style="list-style-type: none"> • Strengthen the green infrastructure provision along line of the Cree Beck. • Retain and enhance hedgerow boundaries where possible. • Provide footways connecting the site to village. • Make suitable provision for the education needs of new residents. • Incorporate appropriate measures to minimise the potential impact of noise from the school playing fields. • Avoid area at risk of flooding and incorporate suitable drainage/flood prevention measures. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space).

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Site 335: Land West of Roundill Road, Hurworth

Site Reference	335		Current Use	Agricultural land	
Site Name	Land West of Roundhill Road, Hurworth		Proposed Use	Housing	
			Potential Housing Yield	330	
Site Area (Ha)	13.6		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	240.70	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Beyond 1600m	
Secondary school	Within 1200m		GP practice/hospital	Within 1200m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment area	Beyond 1600m		Open space	Within 800m	
Frequent Bus Service	Within 800m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	Village location with access to a reasonable range of local services. Site is well connected to existing footpaths, cycle routes and public transport. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Site is accessible to a limited range of community facilities. Development would help support local village facilities and services. Able to provide an element of affordable housing and help support existing local community facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+/-	L	LT	P	R	LA	Good access to green infrastructure and the PROW network. Closest GP practice is situated some distance from

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

							the site. Greenfield site not large enough to provide allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	SB	Access to a bus route with frequent service to higher education facilities in Darlington (requires changing buses in Darlington). There is currently no spare capacity at the local primary school, but the school site has capacity for expansion.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	-	L	LT	P	R	LA	Site is reasonably close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Site development will have some significant transport/accessibility impacts, including cumulative/widespread impacts that will require substantial new infrastructure to mitigate to acceptable levels.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	-	L	LT	P	R	SB	Grade 3 agricultural land (ALC - provisional). Entire site is greenfield land. Site is unlikely to contain contaminated land. Site is within a minerals consultation area.
10. Minimise levels of noise, vibration, odour and light pollution.	++	L	LT	P	R	LA	There are no obvious sources of potential noise, vibration, odour and/or light pollution close to the site.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	-	-	LT	P	R	LA	Site is likely to have a limited negative effect on local air quality that could not be fully mitigated.
13. Protect and enhance biodiversity and geodiversity.	-	L	LT	P	R	SB	Site contains long lengths of continuous hedgerow. A PROW crosses the centre of the site. Site development is likely required extensive length of hedgerow to be removed.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site development would deliver significant new accessible green infrastructure to cater for the needs of the development and enhance existing spaces. However development is likely required extensive length of hedgerow to be removed.

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15. Protect and enhance the character and quality of Darlington's landscape.	--	-	LT	P	R	LA	Site would wrap modern development into the open countryside bringing development closer to the north side of the Conservation Area (blocking views of the woodland belts associated with the Conservation Area).
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	-	-	LT	P	R	LA	Development would be likely to have an adverse impact on the open setting of the Conservation Area, including views to and from the Conservation Area.
Overall Predicted Effect:	The village contains a reasonable range of facilities and services and is well served by public transport. The site should be capable of providing a significant amount of affordable housing in a rural village to help meet local needs. There is limited capacity at the local primary school but the site is capable of expansion. Site development is expected to have some significant transport/accessibility impacts. Development would be likely to have an adverse impact on the setting of the Conservation Area and on the settlement character.						
Potential Mitigation:	<ul style="list-style-type: none"> • Development should conserve/enhance the setting of the Conservation Area. • A PROW crosses the site that would need to be retained in situ or, if required, diverted along a suitable alternative safe and attractive route. • Retain and enhance hedgerows and trees where possible. • Ecological report required to consider impact on the natural environment. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

Site 396: West of Roundhill Road (North), Hurworth

Site Reference	396		Current Use	Agriculture / Farm Building	
Site Name	West of Roundhill Road (North), Hurworth		Proposed Use	Housing	
			Potential Housing Yield	305	
Site Area (Ha)	12.64		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	270.38	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 800m		Train station	Beyond 1600m	
Secondary school	Within 1200m		GP practice/hospital	Within 1200m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment opportunities	Beyond 1600m		Open space	Within 800m	
Frequent Bus Service	Within 800m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	Village location with access to a reasonable range of local services. Site is well connected to existing footpaths, cycle routes and public transport. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Site is accessible to a limited range of community facilities. Development would help support local village facilities and services. Able to provide an element of affordable housing and help support existing local community facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+/-	L	LT	P	R	LA	Good access to green infrastructure and the PROW network. Closest GP practice is situated some distance from

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

							the site. Greenfield site not large enough to provide allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	SB	Access to a bus route with a frequent service to higher education facilities in Darlington (requires changing buses in Darlington). There is currently no spare capacity at the local primary school, but the school site has capacity for expansion.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	-	L	LT	P	R	LA	Site is reasonably close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Site development will have some significant transport/accessibility impacts, including cumulative/widespread impacts that will require substantial new infrastructure to mitigate to acceptable levels.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land.	-	L	LT	P	R	SB	Grade 3 agricultural land (ALC - provisional). Entire site is greenfield land. Site is unlikely to contain contaminated land. Site is within a minerals consultation area.
10. Minimise levels of noise, vibration, odour and light pollution.	++	L	LT	P	R	LA	There are no obvious sources of potential noise, vibration, odour and/or light pollution close to the site.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	-	-	LT	P	R	LA	Site is likely to have a limited negative effect on local air quality that could not be fully mitigated.
13. Protect and enhance biodiversity and geodiversity.	-	L	LT	P	R	SB	Site contains long lengths of continuous hedgerow. A PROW runs along the western and southern boundaries of the site. Site development is likely required extensive length of hedgerow to be removed. Impact on lowland farmland birds should be considered and potential for protected species using farmland buildings.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site development would deliver significant new accessible green infrastructure to cater for the needs of the development and enhance existing

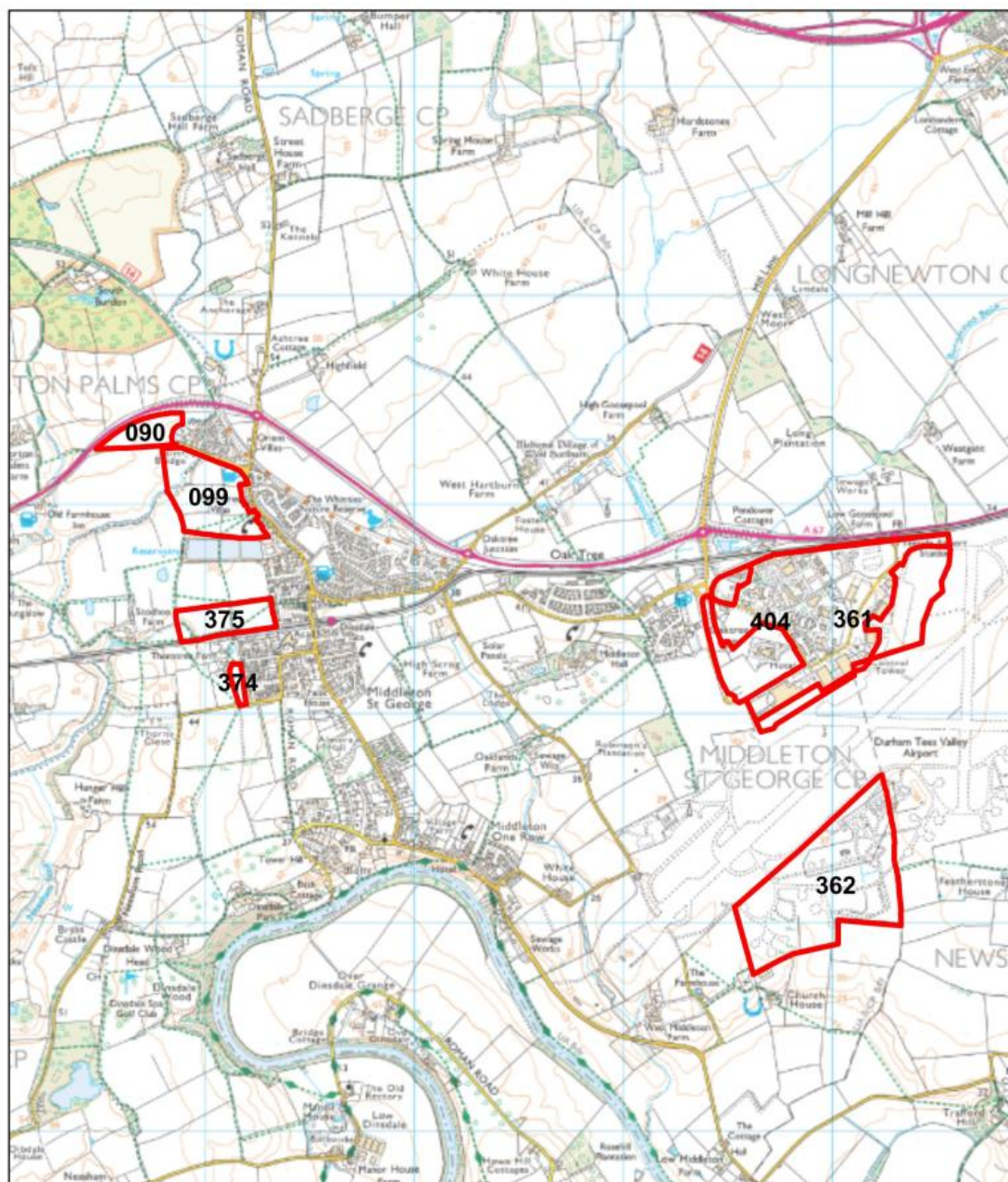
APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

							spaces. However development is likely required extensive length of hedgerow to be removed.
15. Protect and enhance the character and quality of Darlington's landscape.	0	-	LT	P	R	LA	Site would extend the built form of the village north along Roundhill Road (a historic route) into the open countryside.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	-	LT	P	R	LA	Depending on the design and layout, the development of this site could potentially have an adverse impact on the open setting of the Conservation Area, including views to and from the Conservation Area. However, with careful layout, scale and massing any harm could be mitigated. The Draft Conservation Area Character Appraisal for Hurworth identifies these fields as having negligible contribution to the special interest of the conservation areas setting.
Overall Predicted Effect:	The village contains a reasonable range of facilities and services and is well served by public transport. The site should be capable of providing a significant amount of affordable housing in a rural village to help meet local needs. There is limited capacity at the local primary school but the site is capable of expansion. Site development is expected to have some significant transport/accessibility impacts. Depending on the design and layout, development could potentially have an adverse impact on the setting of the Conservation Area and on the settlement character.						
Potential Mitigation:	<ul style="list-style-type: none"> • Development should preserve the setting of the Conservation Area. • Retain and enhance hedgerows and trees where possible. • Ecological report required to consider impact on the natural environment. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Middleton St George

Picture 8 Middleton St George SA Site Options



Middleton St George Site Assessments

Development site options assessed by SA

Plan produced by the Planning Policy Section,
Economic Growth

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Site 90: West of St Georges Gate, MSG

Site Reference	90		Current Use	Agricultural land	
Site Name	West of St Georges Gate, MSG		Proposed Use	Housing	
			Potential Housing Yield	109	
Site Area (Ha)	4.14		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	0%	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1200m		Train station	Within 1600m	
Secondary school	Beyond 1600m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 1200m	
Employment area	Within 1200m		Open space	Within 400m	
Frequent Bus Service	Beyond 1600m		Playing field	Within 1200m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	Village location with access to a reasonable range of local services. Somewhat distant from facilities located in the village. Capable of providing a significant number of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Development would provide a mixture of affordable and market housing to meet local needs. Site is somewhat distant from facilities located in the village.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0	L	LT	P	R	LA	A PROW is situated close to the site. GP practice is situated some distance from the site. Greenfield site not large enough to provide allotments as part of development. Site is close to National Cycle Network route 14.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	-	L	LT	P	R	SB	Access to a bus route and train station within the village that combined provide a reasonable service to Darlington enabling access higher education facilities in the town (requires changing service in Darlington). However, this site is over 1200m from the train station. The local primary school has recently been expanded to accommodate sites with planning permission in the village. Further growth in the village is likely to require the provision of a second primary school.
5. Improve the safety and security of people and property.	+	L	LT	P	R	SB	Within 20% least deprived areas under IMD crime domain.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	L	LT	P	R	SB	Majority of site is close to a bus stop offering a reduced frequency service. Good location for links to highway network, minimal impact to village in terms of through traffic, assessment will be needed for impact of traffic generated on strategic highway network (A66). Site is close to National Cycle Network route 14.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	SB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	0	L	LT	P	R	SB	Grade 3 agricultural land (ALC - provisional).
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	LA	The A67 lies close to the site but there is scope for mitigation.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood zone 1. No significant risk of flooding from surface water.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	LA	Site is likely to have a limited effect on local air quality that could be mitigated. A beck is located to the east of the site.
13. Protect and enhance biodiversity and geodiversity.	+	-	LT	P	R	LA	No designated sites are likely to be affected by the sites development. Development would not result in the loss of any existing woodland or trees and could potentially deliver new planting to provide a buffer to the A67.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site would deliver new green infrastructure to meet the needs generated by the development.
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	LA	Development would extend the form of the village, however, the site is fairly self-contained.

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16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	LA	Close to Stockton and Darlington Railway track bed. Development is unlikely to affect elements that contribute to the significance of a heritage asset.
Overall Predicted Effect:	The site is somewhat distant from the facilities provided in the village. The site should be capable of providing a significant amount of affordable housing to help meet local needs. Development would help support local village facilities and services. The site has access to a bus route providing a reduced frequency service to Darlington. Good location for links to highway network, minimal impact to village in terms of through traffic.						
Potential Mitigation:	<ul style="list-style-type: none"> • Retain and enhance the area of woodland on the eastern side of the site, adjacent to the beck. • Potential contributions required to mitigate the impact on strategic highway network. • Incorporate appropriate measures to minimise the potential impact of noise from A67. • Mitigate against potential impact on The Whinnies Local Nature Reserve. • A site specific Flood Risk Assessment may be required. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

Site 99: Maxgate Farm, MSG

Site Reference	99		Current Use	Agricultural land	
Site Name	Maxgate Farm, MSG		Proposed Use	Housing	
			Potential Housing Yield	226	
Site Area (Ha)	13.71		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m)*	% of site	Site Constraints	Area covered (Ha)/Length (m)*	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	536.23	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1200m		Train station	Within 1200m	
Secondary school	Beyond 1600m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 800m	
Employment area	Within 1600m		Open space	Within 400m	
Frequent Bus Service	Beyond 1600m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	Village location with access to a reasonable range of local services. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Development would help support local village facilities and services. Would provide a mixture of affordable and market housing to meet local needs.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Good access to green infrastructure and designated cycle route. Good access to leisure activities. Two PROW cross the sites southernmost fields. Site situated immediately north of the Middleton St George water park and close to Station Road and Sadberge Road allotments. GP practice is situated

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							some distance from the site. Greenfield site not large enough to provide allotments as part of development. Site is close to National Cycle Network route 14.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	L	LT	P	R	SB	Access to a bus route and train station within the village that combined provide a reasonable service to Darlington enabling access higher education facilities in the town (requires changing service in Darlington). The local primary school has recently been expanded to accommodate sites with planning permission in the village. Further growth in the village is likely to require the provision of a second primary school.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	Portion of site within 20% least deprived areas under IMD crime domain.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	SB	A number of bus stops are adjacent to the site. Majority of site is close to a bus stop offering a reduced frequency service but is large enough to potentially contribute towards a new/extended bus service or an improvement to the frequency of the existing service. Good location for links to highway network, minimal impact to village in terms of through traffic, assessment will be needed for impact of traffic generated on strategic highway network (A66). Site is close to National Cycle Network route 14.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	SB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	0	L	LT	P	R	SB	Grade 3 agricultural land (ALC - provisional).
10. Minimise levels of noise, vibration, odour and light pollution.	++	L	LT	P	R	LA	There are no obvious sources of potential noise, vibration, odour and/or light pollution close to the site.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood zone 1. A beck crosses the field in the north west corner of the site. No significant risk of flooding from surface water, but site layout and design should consider potential implications of flooding.
12. Protect and enhance air and water quality and make efficient use of water.	0	-	LT	P	R	LA	Site is likely to have a limited effect on local air quality that could be mitigated. A watercourse crosses the site.
13. Protect and enhance biodiversity and geodiversity.	0	L	LT	P	R	LA	Two PROW cross the sites southernmost fields. A beck crosses the field in the north west corner of the site.

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14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	LA	Site lies immediately north of Heighinton's water park and close to Station Road and Sadberge Road allotments. The site contains a number of mature hedges, particularly along its western boundary.
15. Protect and enhance the character and quality of Darlington's landscape.	+	-	LT	P	R	LA	Site forms part of the setting to the entrance to the northern end of village. Assessment on the landscape and visual sensitivity of this site has suggested that it would be less vulnerable to change from development, although the approach in to Middleton St George along Station Road could be affected. Evidence of rig and furrow on southern fields.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	-	LT	P	R	LA	Non-designated public house related to the Stockton and Darlington Railway located adjacent to the site on the corner of Station Road and Sadberge Road.
Overall Predicted Effect:	Village location with access to a reasonable range of local services. The site should be capable of providing an element of affordable housing to help meet local needs. Development would help support local village facilities and services. Access to a bus route and train station that combined provide a reasonable service to Darlington. Good location for links to highway network, minimal impact to village in terms of through traffic. Protect the setting of the non-designated asset opposite the site.						
Potential Mitigation:	<ul style="list-style-type: none"> • Contribution to strategic highway mitigation schemes may be required. • Mitigate against potential impact on The Whinnies Local Nature Reserve. • Incorporate the mitigation proposed by the Landscape Sensitivity Study. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 361: Teesside International Airport North

Site Reference	361		Current Use	Employment/airport/hotel	
Site Name	Teesside International Airport North		Proposed Use	Mixed use	
			Potential Housing Yield	55	
Site Area (Ha)	58.18		Potential Employment Yield	3,000 sqm	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	22 TPO'd trees	-
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	0%	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	2.37	4%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Beyond 1600m		Train station	Within 800m	
Secondary school	Beyond 1600m		GP practice/hospital	Within 800m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment area	Within 400m		Open space	Within 1200m	
Frequent Bus Service	Beyond 1600m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	0	L	LT	P	R	LA	Site proposed for mixed use development. Village location with access to a reasonable range of local services. Able to provide an element of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Development would provide a mixture of affordable and market housing to meet local needs. Site is somewhat distant from facilities located in the village but potentially large enough to deliver new facilities as part of a mixed use development, including employment opportunities.

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3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Site is close to the PROW network, Darlington and Stockton Railway track bed and local open space provision. Brownfield site not suitable to providing allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	-	L	LT	P	R	DW	Access is available to a bus route providing a reduced frequency service to Darlington enabling access to higher education facilities in the town (requires changing in Darlington). The local primary school has recently been expanded to accommodate sites with planning permission in the village. Further growth in the village is likely to require the provision of a second primary school. Large mixed use site that has potential to create/support vocational training. The local primary school is some distance from the site.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	+	L	LT	P	R	SB	Large site promoted for mixed use located adjacent to existing employment uses. Site development could involve the replacement of some existing employment floorspace, resulting in short term loss/displacement of employment activities, but ultimately resulting in the provision of new modern premises.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	SB	The site is served by bus stops and the DTVA train station (which provides a very limited service). Majority of site is within 400m of a bus stop offering a reduced frequency service but is large enough to potentially contribute towards a new/extended bus service or an improvement to the frequency of the existing service. Has potential for good highway links to A67/A66.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	SB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards. Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land and property.	+	L	LT	P	R	SB	Classified as non-agricultural (ALC – provisional). Majority of the site is previously developed 'brownfield' land. Site use could potentially result in contamination depending on employment use.
10. Minimise levels of noise, vibration, odour and light pollution.	--	L	LT	P	R	LA	The site lies adjacent to a railway line, employment uses and the DTVA.

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11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood zone 1. No significant risk of flooding from surface water, but site layout and design should consider potential implications of flooding.
12. Protect and enhance air and water quality and make efficient use of water.	-	-	LT	P	R	LA	Site development could potentially have a limited negative effect on local air and water quality that could not be fully mitigated. The Goosepool Beck runs to the north of the site and The Whinnies Local Nature Reserve is close to the sites north west corner. Existing employment site that could contain contaminated land.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	Northern half of site is within an area of high/low interest with regards to Great Crested Newts. Numerous TPO'd trees are present in the north west corner of the site. The site is close to The Whinnies Local Nature Reserve. Potential impact on The Whinnies Local Nature Reserve due to increase leisure use.
14. Protect and enhance green infrastructure of all types.	-	-	LT	P	R	LA	Potential impact on The Whinnies Local Nature Reserve due to increase leisure use.
15. Protect and enhance the character and quality of Darlington's landscape.	0	-	LT	P	R	LA	Site already largely developed.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	-	LT	P	R	LA	Development is unlikely to affects elements that contribute to the significance of a heritage asset. Within an area of high archaeological potential.
Overall Predicted Effect:	Village location with access to a reasonable range of local services. The site should be capable of providing an element of affordable housing to help meet local needs along with employment opportunities as part of a mixed use development. Development would help support local village facilities and services. Access to a bus route and rail service offering a reduced frequency service. Potential cumulative impact on The Whinnies Local Nature Reserve (LNR) from development in the village, and particularly those sites close to the LNR.						
Potential Mitigation:	<ul style="list-style-type: none"> • TPOs to be retained as part of development. • Potential contribution to strategic highway mitigation schemes. • Potential contribution for sustainable transport and footway connectivity. • Mitigate against potential impact on The Whinnies LNR. • Incorporate appropriate measures to minimise the potential impact of light/noise/odour generated by activities on the site. • An archaeological evaluation of the site may be required prior to development. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 362: Teesside International Airport South

Site Reference	362		Current Use	Agriculture/brownfield site	
Site Name	Teesside International Airport South		Proposed Use	Employment (related to airport)	
			Potential Housing Yield	n/a	
Site Area (Ha)	39.30		Potential Employment Yield	TBC	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	610.22	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Beyond 1600m		Train station	Beyond 1600m	
Secondary school	Beyond 1600m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment area	Within 400m		Open space	Within 1600m	
Frequent Bus Service	Beyond 1600m		Playing field	Within 1600m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	-	L	LT	P	R	LA	Site proposed for employment development. Poor connection to existing cycle routes, footpaths and public transport services but the site provides the some opportunities to create new routes/services.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site development would provide employment uses but is not well related to existing communities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	-	L	LT	P	R	LA	Site enables access to the PROW network but is not well related to open space and health facilities. A PROW runs along the sites southern and western boundary. Greenfield site not suitable to providing allotments as part of development.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	-	L	LT	P	R	DW	Poor access to higher education facilities by sustainable modes of transport. Employment site that has potential to create/support vocational training via.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	+/-	L	LT	P	R	SB	Large site promoted for employment use. Located on DTVA site but not well related to existing employment uses or connected by transport routes.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	-	L	LT	P	R	SB	Large site with the potential to contribute towards a new or extended bus service. Site is some distance from existing public transport facilities and not well related to the existing employment area. No direct access via highway network, would need to be accessed via internal roads of airport site.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	SB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards. Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land and property.	0	L	LT	P	R	SB	Classified as non-agricultural (ALC – provisional). Former military airfield where much of the site is previously developed 'brownfield' land however, large areas have been naturalised over time. Site use could potentially result in contamination depending on employment use.
10. Minimise levels of noise, vibration, odour and light pollution.	-	L	LT	P	R	SB	Site lies adjacent to the DTVA.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood zone 1. No significant risk of flooding from surface water.
12. Protect and enhance air and water quality and make efficient use of water.	-	-	LT	P	R	LA	Site development could potentially have a limited negative effect on local air and water quality that could not be fully mitigated. A series of ponds are located to the north of the site.
13. Protect and enhance biodiversity and geodiversity.	--	-	LT	P	R	LA	A PROW runs along the sites southern and western boundary. The site contains numerous Great Crested Newt Ponds and high standard grassland. The site is the most important non-designated site in the borough. Not possible to mitigate.
14. Protect and enhance green infrastructure of all types.	-	L	LT	P	R	SB	Site development would deliver new green infrastructure to cater for the needs of the development.

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15. Protect and enhance the character and quality of Darlington's landscape.	-	-	LT	P	R	LA	Site located away from existing built up areas on land at the edge of the DTVA.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	-	-	LT	P	R	LA	Development of this site would be likely to impact on the rural setting of the Grade II listed Church of St George, situated adjacent to the sites southwest corner. Within an area of high archaeological potential.
Overall Predicted Effect:	Poor connection to existing cycle routes, footpaths and public transport services but the site provides the some opportunities to create new routes/services. Site is separated from the village by the airport. Development would provide employment opportunities and investment in the area, supporting the local community and the airport. Site has no direct access via highway network, would need to be accessed via internal roads of airport site. Development of this site would be likely to impact on the rural setting of the Grade II listed Church of St George.						
Potential Mitigation:	<ul style="list-style-type: none"> • Site would need to be served by public transport connecting to local communities. • Development would need to be set well away from the Listed church. • Consider the measures recommended by the Heritage Impact Assessment, and following discussion with Historic England, to avoid and/or mitigate harm on the historic environment. • Mitigation may be required if generated traffic is significant, this may include a contribution to strategic highway mitigation schemes. • A site specific Flood Risk Assessment may be required. • Incorporate appropriate measures to minimise the potential impact of light/noise/odour generated by activities on the site. • Provide for the infrastructure needs of the development (including utilities, highways and open space). 						

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

Site 374: Land South of Thorntree Farm, MSG

Site Reference	374		Current Use	Agricultural land	
Site Name	Land South of Thorntree Farm, MSG		Proposed Use	Housing	
			Potential Housing Yield	25	
Site Area (Ha)	0.95		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	0%	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 400m		Train station	Within 800m	
Secondary school	Beyond 1600m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 800m	
Employment area	Beyond 1600m		Open space	Within 400m	
Frequent Bus Service	Beyond 1600m		Playing field	Within 400m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	Village location with access to a reasonable range of local services. Capable of providing an element of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Development would help support local village facilities and services. Would provide a mixture of affordable and market housing to meet local needs.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	A PROW runs along the sites western and northern boundary. Site is some distance from local GP services. Greenfield site not large enough to provide allotments as part of development.

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	L	LT	P	R	SB	Access to a bus route and train station within the village that combined provide a reasonable service to Darlington enabling access higher education facilities in the town (requires changing service in Darlington). The local primary school has recently been expanded to accommodate sites with planning permission in the village. Further growth in the village is likely to require the provision of a second primary school.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	0	L	LT	P	R	SB	Majority of site is within 400m of a bus stop offering a reduced frequency service. Access may conflict with other committed development located on Neasham Road.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	SB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	0	L	LT	P	R	SB	Grade 3 agricultural land (ALC - provisional).
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	SB	The site is situated close to the railway line but there is scope for mitigation.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is entirely within Flood zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	SB	Site is likely to have a limited effect on local air quality that could be mitigated.
13. Protect and enhance biodiversity and geodiversity.	0	L	LT	P	R	LA	A PROW runs along the sites western and northern boundary. Site is within an area of high interest with regards to Great Crested Newts.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site would deliver new green infrastructure to meet the needs generated by the development.
15. Protect and enhance the character and quality of Darlington's landscape.	0	L	LT	P	R	SB	Site forms a small strip of land on the villages built up western side. Visible from the wider landscape.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	SB	Development is unlikely to affect elements that contribute to the significance of a heritage asset.
Overall Predicted Effect:	Village location with access to a reasonable range of local services. The site should be capable of providing an element of affordable housing to help meet local needs. Development would help support local village facilities and services. Access to a bus route and train station that combined provide a reasonable service to Darlington.						

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Potential Mitigation:

- Footway works to connect development to existing infrastructure.
- Mitigate against potential impact on The Whinnies Local Nature Reserve.
- Make suitable provision for the education needs of new residents.
- Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space).

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

Site 375: Land South of High Stell, MSG

Site Reference	375		Current Use	Agricultural land	
Site Name	Land South of High Stell, MSG		Proposed Use	Housing	
			Potential Housing Yield	100	
Site Area (Ha)	6.60		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	937.5	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 400m		Train station	Within 800m	
Secondary school	Beyond 1600m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Within 800m	
Employment area	Beyond 1600m		Open space	Within 400m	
Frequent Bus Service	Beyond 1600m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+	L	LT	P	R	LA	Village location with access to a reasonable range of local services. Capable of providing a significant number of affordable housing and lifetime homes. Reasonable connectivity to existing cycle routes, footpaths and public transport services.
2. Develop vibrant and cohesive communities.	+	L	LT	P	R	LA	Development would help support local village facilities and services. Would provide a mixture of affordable and market housing to meet local needs.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Good access to green infrastructure. Numerous PROW cross the site forming a triangle across the eastern half of the site and running along the southern and western boundary on the western half of the site. Site is some distance from

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

							local GP services. Greenfield site not large enough to provide allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	0	L	LT	P	R	SB	Access to a bus route and train station within the village that combined provide a reasonable service to Darlington enabling access higher education facilities in the town (requires changing service in Darlington). The local primary school has recently been expanded to accommodate sites with planning permission in the village. Further growth in the village is likely to require the provision of a second primary school.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted for mixed use development. Site is not close to a town or local centre or adjacent to an existing employment area.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	-	L	LT	P	R	SB	Majority of site is within 400m of a bus stop offering a reduced frequency service. Reasonably close to Dinsdale train station. Traffic is routed via existing estate and as such highway use is greatly intensified, it may be difficult to support a further development giving similar levels of intensification.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	SB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	0	L	LT	P	R	SB	Grade 3 agricultural land (ALC - provisional).
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	LA	The site lies adjacent to the railway line but there is scope for mitigation.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood zone 1. No significant risk of flooding from surface water, but site layout and design should consider potential implications of flooding.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	LA	Site is likely to have a limited effect on local air quality that could be mitigated.
13. Protect and enhance biodiversity and geodiversity.	0	-	LT	P	R	LA	Site is within an area of high/medium interest with regards to Great Crested Newts. Numerous PROW cross the site.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site is situated south of Heighinton's water park and close to a range of other open space within the village. Site would deliver new green infrastructure to meet the needs generated by the development.
15. Protect and enhance the character and quality of Darlington's landscape.	++	-	LT	P	R	LA	Large site on western side of village. Railway line forms sites southern boundary. Permission granted for

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

							residential development on land to the north of the site will effectively screen site from surrounding landscape. With careful design, the site could be considered as an expansion of housing development to the north.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	LA	Development is unlikely to affects elements that contribute to the significance of a heritage asset.
Overall Predicted Effect:	Village location with access to a reasonable range of local services. The site should be capable of providing a significant amount of affordable housing to help meet local needs. Development would help support local village facilities and services. Access to a bus route and train station that combined provide a reasonable service to Darlington. Traffic is routed via existing estate and as such highway use is greatly intensified, it may be difficult to support a further development giving similar levels of intensification.						
Potential Mitigation:	<ul style="list-style-type: none"> • Ensure good connections are delivered between the site and the village core. • Highways mitigation required to relieve traffic through existing estate. • Mitigate against potential impact on The Whinnies Local Nature Reserve. • Incorporate the mitigation proposed by the Landscape Sensitivity Study. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

404: Teesside International Airport North

Site Reference	404		Current Use	Employment/airport/hotel	
Site Name	Teesside International Airport North		Proposed Use	Employment	
			Potential Housing Yield	n/a	
Site Area (Ha)	53.96		Potential Employment Yield	3,000 sqm	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	18 TPO'd trees	-
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	2.37	4%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Beyond 1600m		Train station	Within 1200m	
Secondary school	Beyond 1600m		GP practice/hospital	Within 800m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment opportunities	Within 400m		Open space	Within 800m	
Frequent Bus Service	Beyond 1600m		Playing field	Within 800m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+/-	L	LT	P	R	LA	Site proposed for employment/commercial development. Reasonably well connected to existing footpaths and cycle routes.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site would provide employment opportunities. Site is somewhat distant from facilities located in the village but potentially large enough to deliver new facilities as part of development.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+	L	LT	P	R	LA	Site is close to the PROW network, Darlington and Stockton Railway track bed and local open space provision. Site is large enough to accommodate significant new green infrastructure provision. Site has good access to

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

							existing health facilities. Brownfield site proposed for employment/commercial development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	-	L	LT	P	R	CB	Access is available to a bus route providing a reduced frequency service to Darlington enabling access to higher education facilities in the town (requires changing service in Darlington). Employment site that has potential to create/support vocational training.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	+	L	LT	P	R	CB	Large site promoted for mixed use located adjacent to existing employment uses. Development would replace exiting employment uses.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	LA	The site is served by bus stops and the DTVA train station (which provides a very limited service). Majority of site is within 400m of a bus stop offering a reduced frequency service but is large enough to potentially contribute towards a new/extended bus service or an improvement to the frequency of the existing service. Has potential for good highway links to A67/A66
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards. Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land and property.	+	L	LT	P	R	SB	Classified as non-agricultural (ALC – provisional). Majority of the site is previously developed 'brownfield' land. Site use could potentially result in contamination depending on employment use.
10. Minimise levels of noise, vibration, odour and light pollution.	--	L	LT	P	R	LA	The site lies adjacent to a railway line, employment uses and Teesside International Airport. Site proposed for employment use.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	-	-	LT	P	R	LA	Site development could potentially have a limited negative effect on local air and water quality that could not be fully mitigated. The Goosepool Beck runs to the north of the site and The Whinnies Local Nature Reserve is close to the sites north west corner. Existing employment site that could contain contaminated land.

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13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	Northern half of site is within an area of high/low interest with regards to Great Crested Newts. Numerous TPO'd trees are present in the north west corner of the site. The site is close to The Whinnies Local Nature Reserve. Potential impact on The Whinnies Local Nature Reserve due to increase leisure use.
14. Protect and enhance green infrastructure of all types.	-	-	LT	P	R	LA	Potential impact on The Whinnies Local Nature Reserve due to increase leisure use.
15. Protect and enhance the character and quality of Darlington's landscape.	0	-	LT	P	R	LA	Site already largely developed.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	-	LT	P	R	LA	Development is unlikely to affects elements that contribute to the significance of a heritage asset. Within an area of high archaeological potential.
Overall Predicted Effect:	Village location with access to a reasonable range of local services. The site would provide employment opportunities and potentially create/support vocational training. Development would help support local village facilities and services. Access to a bus route and rail service offering a reduced frequency service. Potential cumulative impact on The Whinnies Local Nature Reserve (LNR) from development in the village, and particularly those sites close to the LNR.						
Potential Mitigation:	<ul style="list-style-type: none"> • TPOs to be retained as part of development. • Potential contribution to strategic highway mitigation schemes. • Potential contribution for sustainable transport and footway connectivity. • Mitigate against potential impact on The Whinnies LNR. • Incorporate appropriate measures to minimise the potential impact of light/noise/odour generated by activities on the site. • An archaeological evaluation of the site may be required prior to development. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Rural Areas

Picture 9 Brafferton SA Site Option



Town End Farm, Brafferton Site Assessments

 Development site options assessed by SA

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Economic Growth

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APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

Site 76: Town End Farm, Brafferton

Site Reference	76		Current Use	Open space/agriculture	
Site Name	Town End Farm, Brafferton		Proposed Use	Housing	
			Potential Housing Yield	21	
Site Area (Ha)	0.61		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Beyond 1600m		Train station	Beyond 1600m	
Secondary school	Beyond 1600m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment area	Beyond 1600m		Open space	Beyond 1600m	
Frequent Bus Service	Within 1200m		Playing field	Beyond 1600m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	--	L	LT	P	R	LA	The site is a long way from services and facilities. Site is not well connected to cycle routes and public transport but is close to a PROW. Able to provide an element of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site is not close to key community and cultural facilities (other than the village hall) but is capable of providing an element of affordable housing.

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3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	-	L	LT	P	R	LA	Good access to PROW network. There is no GP practice in the village and the closest facility is a long distance away. Greenfield site not large enough to provide allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	--	L	LT	P	R	SB	Poor access to higher education facilities by sustainable mode of transport. There is no primary school in the settlement. New residents will need to travel to another settlement to access a primary school.
5. Improve the safety and security of people and property.	+	L	LT	P	R	SB	Within 20% least deprived areas under IMD crime domain.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	-	L	LT	P	R	SB	Site has poor access to public transport services. Site development will have some localised transport/accessibility impacts but these are likely to be minor in nature and can be mitigated.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	--	L	LT	P	R	SB	Grade 3 agricultural land (ALC - provisional). Entire site is greenfield land. Site is unlikely to contain contaminated land.
10. Minimise levels of noise, vibration, odour and light pollution.	++	L	LT	P	R	SB	There are no obvious sources of potential noise, vibration, odour and/or light pollution close to the site.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is entirely within Flood zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	+	L	LT	P	R	SB	Site development is unlikely to have a negative effect on local air quality.
13. Protect and enhance biodiversity and geodiversity.	-	L	LT	P	R	SB	Pasture land. Mature trees on site boundary. Mature trees on both potential access points. Impact of site development would be capable of mitigation. A PROW runs along the lane to the North of the site.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site development would deliver new green infrastructure to cater for the needs of the development.
15. Protect and enhance the character and quality of Darlington's landscape.	-	L	LT	P	R	LA	Self-contained site. Would conflict with existing linear pattern of village.

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16. Conserve and enhance Darlington's distinctive and valuable historic environment.	-	L	LT	P	R	LA	Consider setting of traditional farm structures (non-designated assets) along sites northern boundary. Would conflict with existing linear pattern of village. Part of the site is within an area of high archaeological potential.
Overall Predicted Effect:	There are no services or facilities in the village and access to public transport is poor (the nearest bus stop is over a kilometre away). The site could potentially provide an element of affordable housing in a rural village to help meet local needs. Development would need to be sympathetic to the village vernacular. Site has poor access to education provision.						
Potential Mitigation:	<ul style="list-style-type: none"> • Design and materials to respect adjacent traditional properties. • Retain mature trees on the site. • An archaeological evaluation of the site may be required prior to development. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

Picture 10 Merrybent SA Site Option



80 Merrybent Site Assessments

Development site options assessed by SA

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APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

Site 155: 80 Merrybent

Site Reference	155		Current Use	Garden/agriculture	
Site Name	80 Merrybent		Proposed Use	Housing	
			Potential Housing Yield	23	
Site Area (Ha)	0.67		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.66	98%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Within 1600m		Train station	Beyond 1600m	
Secondary school	Beyond 1600m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment area	Beyond 1600m		Open space	Within 1200m	
Frequent Bus Service	Within 400m		Playing field	Beyond 1600m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	-	L	LT	P	R	LA	There are no services and facilities in the village. Well connected to existing footpaths and public transport. Able to provide an element of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	-	L	LT	P	R	LA	Site is not close to key community and cultural facilities. There are no facilities provided in the village. Able to provide an element of affordable housing.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	-	L	LT	P	R	LA	Good access to PROW network. Site is a long distance from the nearest GP practice.

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

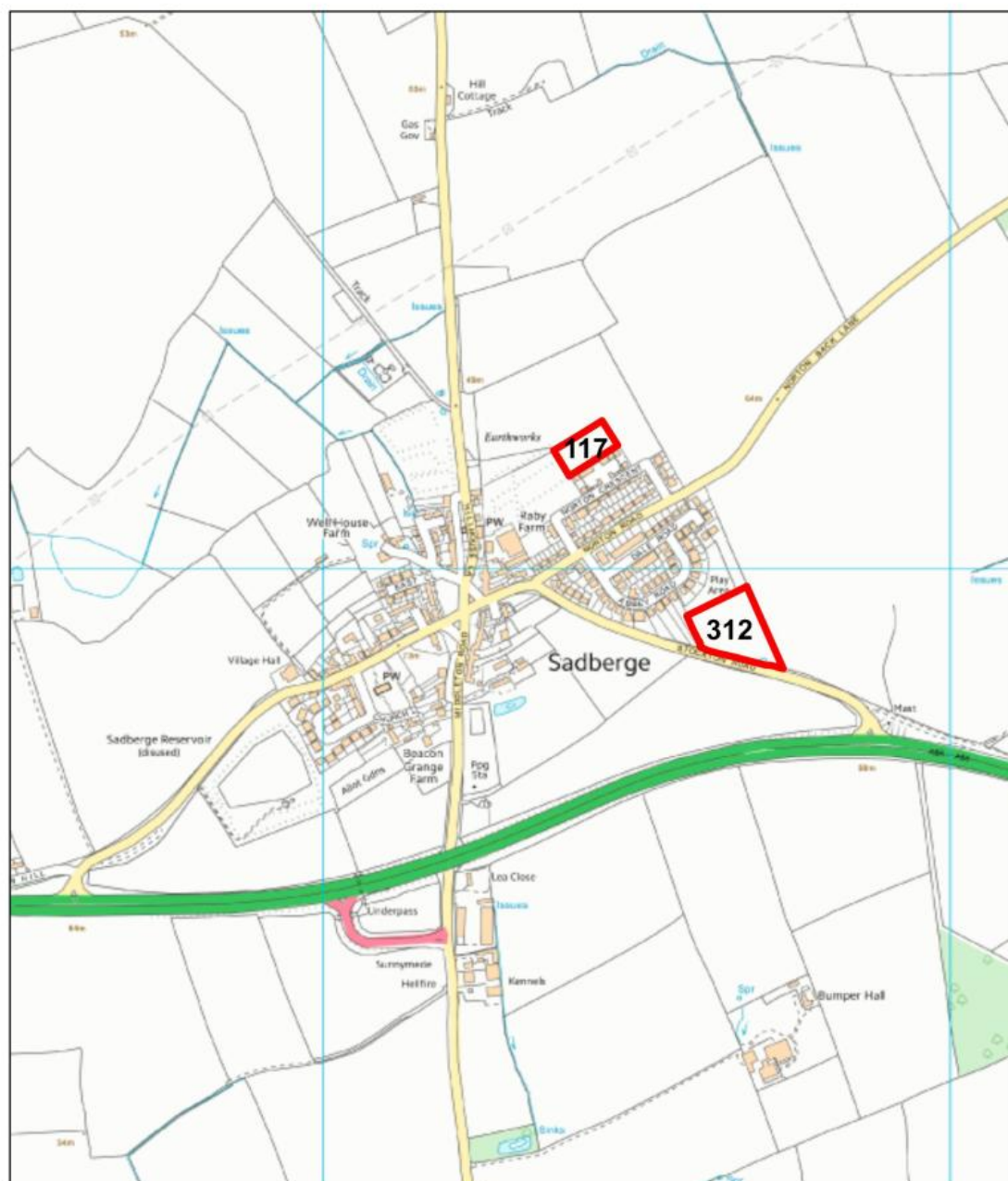
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	SB	Access to a bus route with frequent service to higher education facilities in Darlington (running close to QE Sixth Form College). There is no primary school in the settlement. There is currently no spare capacity at the nearest primary school, but the school site has capacity for expansion.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	SB	Site is close to a bus route with a frequent service allowing access to services/facilities and job opportunities. Site development will have some localised transport/accessibility impacts but these are likely to be minor in nature and can be mitigated.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	--	L	LT	P	R	SB	Grade 3 agricultural land (ALC - provisional). Entire site is greenfield land. Site is unlikely to contain contaminated land. Site is within a minerals consultation area.
10. Minimise levels of noise, vibration, odour and light pollution.	++	L	LT	P	R	SB	There are no obvious sources of potential noise, vibration, odour and/or light pollution close to the site.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is entirely within Flood zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	LA	Site is likely to have a limited effect on local air quality that could be mitigated. Site is close to the River Tees.
13. Protect and enhance biodiversity and geodiversity.	0	L	LT	P	R	SB	A PROW is located to the north of the site. Moderate biodiversity interest related to the site, potential impact of development capable of mitigation.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site development would deliver new accessible green infrastructure to cater for the needs of the development.

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

15. Protect and enhance the character and quality of Darlington's landscape.	--	-	LT	P	R	LA	Highly visible from the south across river. Extension of the village form. Cannot mitigate for the landscape impact.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	L	LT	P	R	SB	Development is unlikely to affect any elements which contribute to the significance of a heritage asset.
Overall Predicted Effect:	There are no services or facilities in the village but the site has good access to public transport. The site could potentially provide an element of affordable housing in a rural village to help meet local needs. The landscape impact of development cannot be mitigated.						
Potential Mitigation:	<ul style="list-style-type: none"> • Retain and enhance hedgerows and trees where possible. • Footway to frontage of development required. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

Picture 11 Sadberge SA Site Options



Sadberge Site Assessments

 Development site options assessed by SA

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APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

Site 117: Sadberge Old School Site

Site Reference	117		Current Use	Brownfield land/informal open space	
Site Name	Sadberge Old School Site		Proposed Use	Housing	
			Potential Housing Yield	15	
Site Area (Ha)	0.43		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.42	99%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Beyond 1600m		Train station	Beyond 1600m	
Secondary school	Beyond 1600m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment area	Beyond 1600m		Open space	Within 400m	
Frequent Bus Service	Within 800m		Playing field	Beyond 1600m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	++	L	LT	P	R	LA	The site is not well served by services and facilities. Reasonably well connected to existing footpaths, cycle routes and public transport but with limited prospect of improvement. Able to provide an element of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	-	L	LT	P	R	LA	Development would help support local village facilities and services. However, would result in the loss of informal open space. Able to provide an element of affordable housing.

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+/-	L	LT	P	R	LA	Good access to green infrastructure and the PROW/cycle network. There is no GP practice in the village and the closest facility is a long distance away. Greenfield site not large enough to provide allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	-	L	LT	P	R	SB	Access to a direct bus route with reduced frequency service to higher education facilities in Darlington. Whilst the route of a frequent bus service runs within 800m of the site along the A66, there are no bus stops serving the village. There is no primary school in the settlement. New residents will need to travel to another settlement to access a primary school.
5. Improve the safety and security of people and property.	+	L	LT	P	R	SB	Within 20% least deprived areas under IMD crime domain.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	SB	Access to a direct bus route with reduced frequency service to Darlington. Whilst the route of a frequent bus service runs within 800m of the site along the A66, there are no bus stops serving the village. Site development will have some localised transport/accessibility impacts but these are likely to be minor in nature and can be mitigated.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	--	L	LT	P	R	SB	Grade 3 agricultural land (ALC - provisional). Entire site is greenfield land. Site is unlikely to contain contaminated land.
10. Minimise levels of noise, vibration, odour and light pollution.	++	L	LT	P	R	SB	There are no obvious sources of potential noise, vibration, odour and/or light pollution close to the site.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is entirely within Flood zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	SB	Site is likely to have a limited effect on local air quality that could be mitigated.

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

13. Protect and enhance biodiversity and geodiversity.	-	L	LT	P	R	SB	Mature trees on site boundaries. Site is likely to have some adverse effects on designated sites, the wider ecological network and/or priority habitats, but appropriate siting/scale and/or mitigation should enable development. Site is within an area of interest with regards to Great Crested Newts.
14. Protect and enhance green infrastructure of all types.	- -	L	LT	P	R	SB	Development would result in the loss of open space that would be difficult to mitigate.
15. Protect and enhance the character and quality of Darlington's landscape.	-	L	LT	P	R	SB	Self-contained but site is highly visible from wider landscape. Extends village envelope into open countryside.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	-	L	LT	P	R	SB	Adjacent to the Sadberge Conservation Area and in the setting of a Scheduled Monument (a shrunken medieval village). Development wrapping around the scheduled monuments east boundary. Within an area of high archaeological potential.
Overall Predicted Effect:	There are limited services or facilities in the village and access by public transport is poor. The site could potentially provide an element of affordable housing in a rural village to help meet local needs. Development is likely to have some adverse effects on the natural and built environment and would result in the loss of open space.						
Potential Mitigation:	<ul style="list-style-type: none"> • Site development would require mitigation for the loss of open space. • Retain and enhance hedgerows and trees where possible. • Seek improvements to the bus service serving the village. • Development should protect the setting of the Conservation Area and Scheduled Monument. • An archaeological evaluation of the site may be required prior to development. • Make suitable provision for the education needs of new residents. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

Site 312: North of Stockton Road, Sadberge

Site Reference	312		Current Use	Agricultural land	
Site Name	North of Stockton Road, Sadberge		Proposed Use	Housing	
			Potential Housing Yield	15	
Site Area (Ha)	1.07		Potential Employment Yield	n/a	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	0.00	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Beyond 1600m		Train station	Beyond 1600m	
Secondary school	Beyond 1600m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment area	Beyond 1600m		Open space	Within 400m	
Frequent Bus Service	Within 400m		Playing field	Beyond 1600m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	--	L	LT	P	R	LA	The site is not well served by services and facilities. Reasonably well connected to existing footpaths, cycle routes and public transport but with limited prospect of improvement. Able to provide an element of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Development would help support local village facilities and services. Able to provide an element of affordable housing.

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

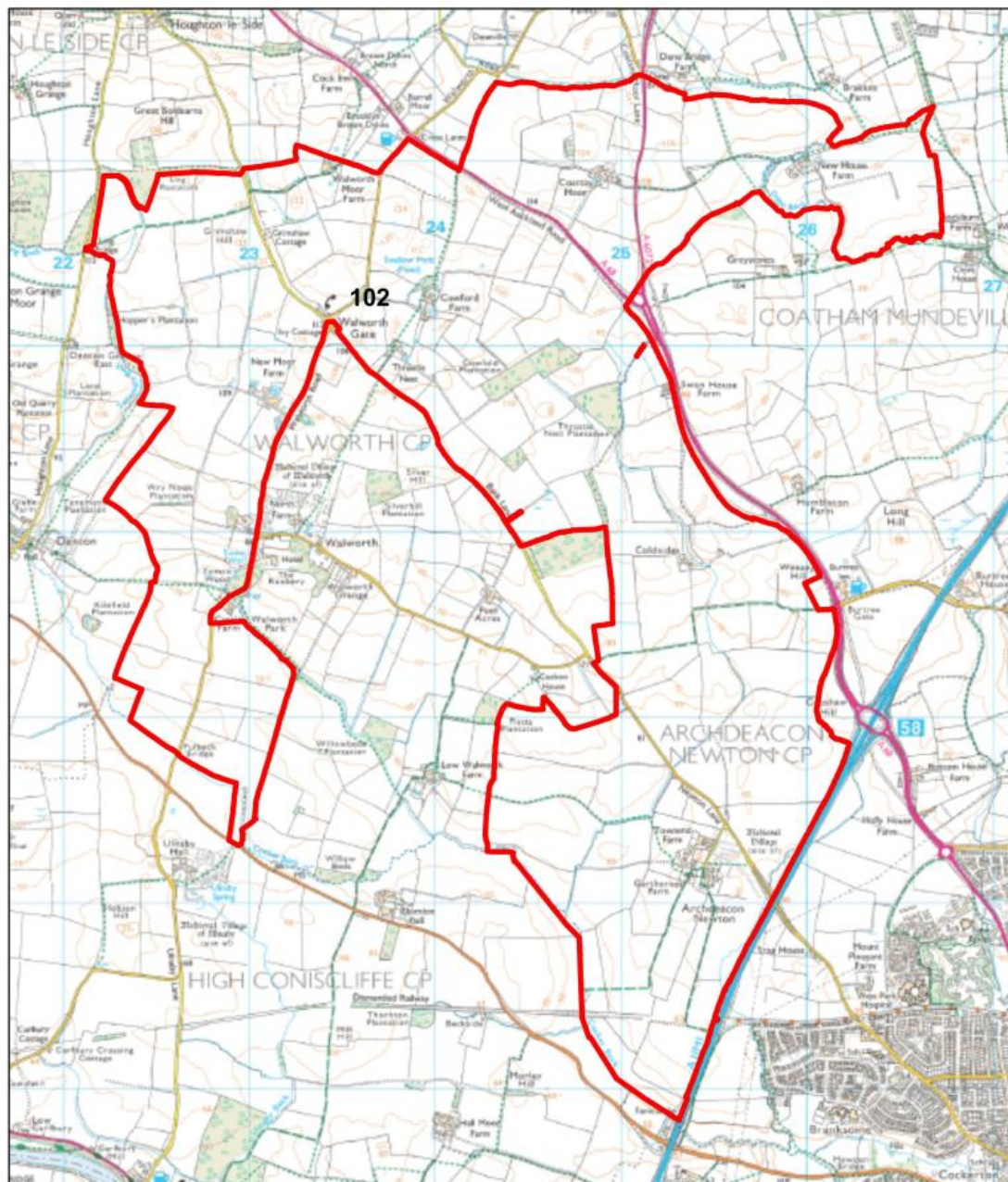
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+/-	L	LT	P	R	LA	Good access to green infrastructure and the PROW/cycle network. There is no GP practice in the village and the closest facility is a long distance away. Greenfield site not large enough to provide allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	-	L	LT	P	R	SB	Access to a direct bus route with reduced frequency service to higher education facilities in Darlington. Whilst the route of a frequent bus service runs within 800m of the site along the A66, there are no bus stops serving the village. There is no primary school in the settlement. New residents will need to travel to another settlement to access a primary school.
5. Improve the safety and security of people and property.	+	L	LT	P	R	SB	Within 20% least deprived areas under IMD crime domain.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	0	L	LT	P	R	SB	Site promoted purely for non-employment/commercial use. Site is not close to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	+	L	LT	P	R	SB	Access to a direct bus route with reduced frequency service to Darlington. Whilst the route of a frequent bus service runs within 400m of the site along the A66, there are no bus stops serving the village. Site development will have some localised transport/accessibility impacts but these are likely to be minor in nature and can be mitigated.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building).
9. Make the most efficient use of land and property.	--	L	LT	P	R	SB	Grade 3 agricultural land (ALC - provisional). Entire site is greenfield land. Site is unlikely to contain contaminated land. Site is within a minerals consultation area.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	SB	The A66 runs to the South of the site and there is a play area to the north but there is scope to mitigate.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is entirely within Flood zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	SB	Site is likely to have a limited effect on local air quality that could be mitigated.

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

13. Protect and enhance biodiversity and geodiversity.	0	L	LT	P	R	SB	Mature hedge/tree boundary along Stockton Road. Moderate biodiversity interest related to the site, potential impact of development capable of mitigation.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	Site development would deliver new green infrastructure to cater for the needs of the development. A children's play area is located to the north of the site.
15. Protect and enhance the character and quality of Darlington's landscape.	0	-	LT	P	R	LA	Site visible from the south. Landscape setting to site interrupted by the A66.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	-	-	LT	P	R	LA	Increasing the village envelope into its rural setting. Urbanising one side of the road, affecting the gateway setting of the Conservation Area. Would require access from Stockton Road.
Overall Predicted Effect:	There are limited services or facilities in the village and access by public transport is poor. The site could potentially provide an element of affordable housing in a rural village to help meet local needs. Development is likely to affect the setting of the Conservation area.						
Potential Mitigation:	<ul style="list-style-type: none"> ● Seek improvements to the bus service serving the village. ● Development must protect the setting of the Conservation Area. ● Retain and enhance hedgerow boundaries where possible. ● Incorporate appropriate measures to minimise the potential impact of noise from A66 and play area. ● Footway connections to existing services and facilities. ● Make suitable provision for the education needs of new residents. ● Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

Picture 12 Land around Walworth SA Site Option



Land around Walworth, west of A1 Site Assessments

Development site options assessed by SA

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APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

Site 102: Land around Walworth, West of A1

Site Reference	102		Current Use	Agricultural land	
Site Name	Land around Walworth, West of A1		Proposed Use	Mixed use	
			Potential Housing Yield	TBC	
Site Area (Ha)	1,088.32 Ha		Potential Employment Yield	TBC	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	5.78	1%	Tree Preservation Order	0.00	0%
Flood zone 3	37.34	3%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.02	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.02	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	6.63	1%	Landfill site	1.01	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	11697.77	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Beyond 1600m		Train station	Beyond 1600m	
Secondary school	Beyond 1600m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment area	Beyond 1600m		Open space	Beyond 1600m	
Frequent Bus Service	Beyond 1600m		Playing field	Beyond 1600m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	+/-	L	LT	P	I	DW	Site proposed for mixed use development. The site is a long way from services and facilities. Site is not well connected to existing footpaths, cycle routes and public transport but provides the opportunity to create new routes/services strengthening connections with surrounding areas. Capable of providing a significant amount of affordable housing and lifetime homes.
2. Develop vibrant and cohesive communities.	++	L	LT	P	R	LA	Site is not close to key community and cultural facilities. Large site with potential for mixed use development, incorporating community facilities, along with significant levels of affordable housing.

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

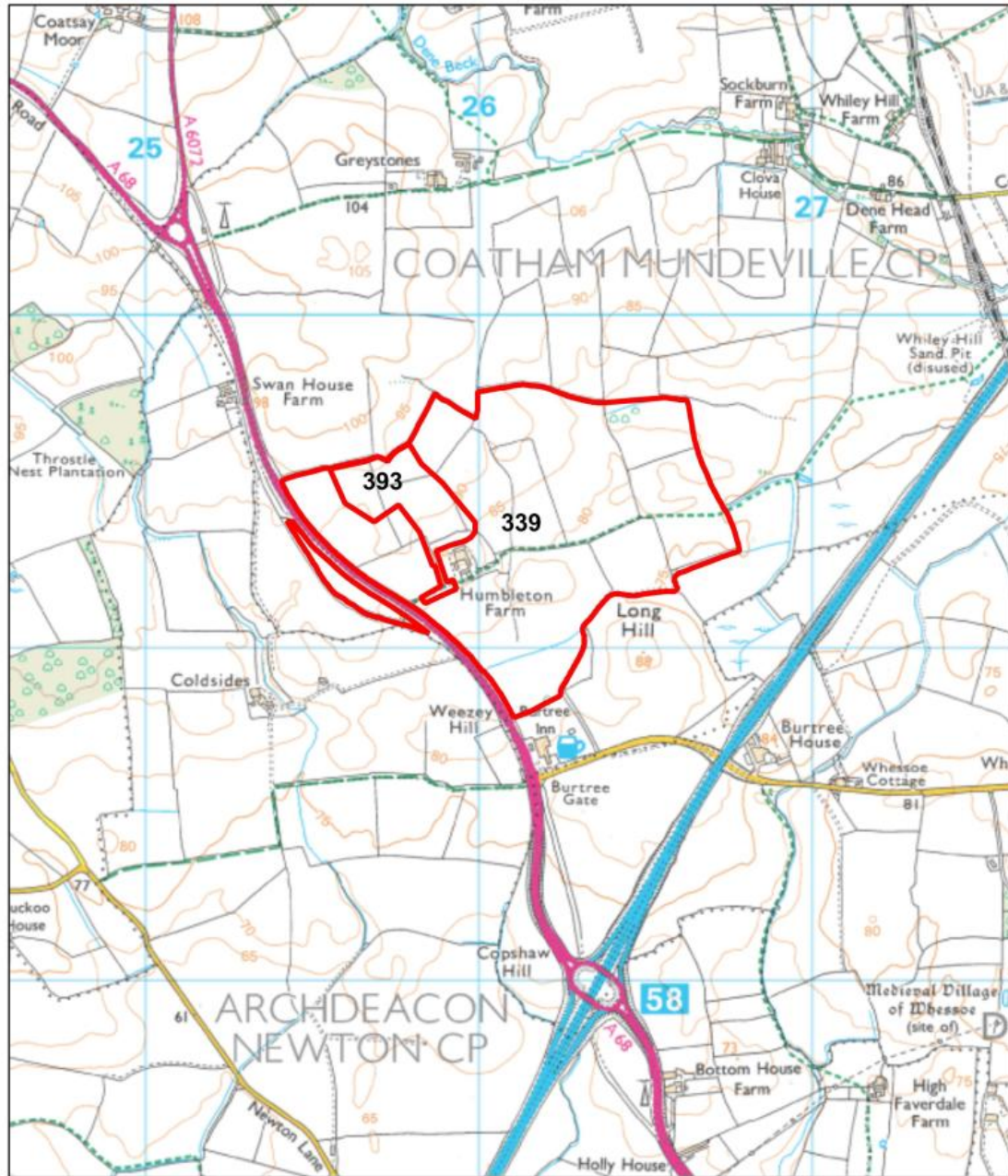
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	+/-	L	LT	P	R	LA	Good access to PROW (twenty four public rights of way crisscross the site). Large enough to accommodate significant new green infrastructure provision. Site is a long distance from the nearest GP practice but has the potential to deliver new health facilities as part of the development. Greenfield site with significant areas of best and most versatile land. Site is large enough to potentially provide allotments as part of development.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+/-	L	LT	P	R	LA	Not within 5km of a higher education establishment. Poor access to higher education facilities by sustainable mode of transport. There is no primary school in the area. This is a large site with the potential to provide a new primary school as part of its development. The site also has the potential to create/support vocational training as part of mixed use development.
5. Improve the safety and security of people and property.	0	L	LT	P	R	SB	Part of site is within 20% least deprived areas under IMD crime domain.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	+	L	LT	P	R	LA	Large site with the potential for employment uses as part of mixed use development. Location does not currently have good public transport provision, but could potentially be improved with development.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	-	L	LT	P	R	DW	Site currently has poor access to public transport services but would be large enough to potentially contribute towards a new/extended bus service. Site development will have some transport/accessibility impacts there are concerns over how the site will be accessed.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land and property.	--	L	LT	P	R	SB	Majority (83%) of site Grade 3 agricultural land, with remainder Grade 2 (ALC - provisional). Entire site is greenfield land. Site is unlikely to contain contaminated land.
10. Minimise levels of noise, vibration, odour and light pollution.	++	L	LT	P	R	LA	Part of the site is adjacent to the A1(M), however, there are no obvious sources of potential noise, vibration, odour and/or light pollution on the majority of the site.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	-	LT	R	R	LA	The vast majority of this large site is within Flood zone 1. Large site where the effect on flood risk will need to be carefully considered.

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

12. Protect and enhance air and water quality and make efficient use of water.	+/-	-	LT	P	R	LA	Site development is likely to have a negative effect on local air and water quality that could not be fully mitigated. Several watercourses cross the site including the Cocker Beck.
13. Protect and enhance biodiversity and geodiversity.	--	-	LT	P	R	LA	Area is characterised by historical field pattern that would be lost through development. Site contains areas of interest with regards to Great Crested Newts. Site is crossed in a number of places by PROW. Development likely to have a significant effect on local biodiversity.
14. Protect and enhance green infrastructure of all types.	-	-	LT	P	R	LA	Site development would result in the loss of existing green infrastructure but is of sufficient size to provide replacement facilities on-site.
15. Protect and enhance the character and quality of Darlington's landscape.	--	-	LT	P	R	LA	Lands slopes down towards the River Tees and the A1(M). Site is highly visible in the landscape. A new settlement developed in this rural location would inevitably result in a significant change in the landscape.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	--	-	LT	P	R	LA	Site includes the Archdeacon Newton moated site, deserted manorial settlement Scheduled Monument. Site also three Grade II, and one Grade II* Listed buildings. Borders Walworth which contains numerous Listed Buildings, including the Grade I Listed Walworth Castle and Walworth medieval village Scheduled Monument. Close to Denton Conservation Area. Parts of the site area within areas of high archaeological potential.
Overall Predicted Effect:	Large site to the west of the A1(M) that would significantly change the rural landscape of this part of the borough with the introduction of a new settlement. Development would have a significant impact on historic rural settlements and landscape. Could potentially provide a range of facilities/services and employment opportunities to support new residents but development would need to be phased carefully.						
Potential Mitigation:	<ul style="list-style-type: none"> Site would need to be masterplanned and would require extensive engagement with infrastructure and service providers (including education, health and highways) to ensure new development was fully supported. Seek improvement to the frequency of the bus service serving the area. Development must protect the setting of the Listed Buildings and Scheduled Monument on, and in close proximity to, the site. An archaeological evaluation of the site would be required prior to development. Avoid development wherever possible on those parts of the site that are best and most versatile land. Landscaping would need to be sensitive to the landscape setting. Make suitable provision for the education needs of new residents. Incorporate suitable drainage/flood prevention measures. Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

Picture 13



Humbleton Farm Site Assessments

Development site options assessed by SA

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APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

Site 339: Humbleton Farm

Site Reference	339		Current Use	Agricultural land	
Site Name	Humbleton Farm		Proposed Use	Relocation of Darlington Auction Mart	
			Potential Housing Yield	n/a	
Site Area (Ha)	77.05		Potential Employment Yield	TBC	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	2.46	3%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	1045.14	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Beyond 1600m		Train station	Beyond 1600m	
Secondary school	Beyond 1600m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment opportunities	Within 1200m		Open space	Beyond 1600m	
Frequent Bus Service	Within 800m		Playing field	Beyond 1600m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	-	L	LT	P	R	LA	Site proposed for employment/commercial development. Site is not particularly well connected to existing cycle routes and there is limited opportunity for improvement. A PROW runs to the south of the site into open countryside.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site would provide employment opportunities. Site is not close to key community and cultural facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0	L	LT	P	R	LA	A PROW crosses the site and enables access to the surrounding countryside. Site is large enough to accommodate significant new green infrastructure provision. Site is a long distance from the nearest GP practice. Site proposed for employment/commercial

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

							development. Not suitable to providing allotments as part of development due to location.
4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	DW	Majority of the site is beyond 5km of a higher education facility but has access to a bus route with frequent service to higher education facilities in Darlington (running close to QE Sixth Form College). Employment site that has potential to create/support vocational training.
5. Improve the safety and security of people and property.	+	L	LT	P	R	SB	Majority of the site is within the 20% least deprived areas under IMD crime domain. The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	++	L	LT	P	R	DW	Large site promoted for employment use. Not located adjacent to existing employment uses or connected to a settlement. Site is located close to junction 58 of the A1(M). Site is not adjacent to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	-	L	LT	P	R	LA	Site is reasonably close to a bus route with a frequent service enabling access to Darlington. Access taken from Darlington Farmers market Roundabout infrastructure already in place. Transport Assessment to identify impacts and mitigation contributions needed.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards. Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land.	-	L	LT	P	R	SB	Grade 3 agricultural land (ALC - provisional). Site intersects with two areas of historic landfill (one cutting across the sites southernmost corner and the other alongside the sites eastern boundary) that may require remediation. Site development could potentially result in contamination depending on employment use but could equally help to remediate site. Entire site is greenfield land.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	LA	Site is located close to the A1(M) and adjacent to the A68 but there is scope for mitigation. Site proposed for employment related uses.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	LA	Site is entirely within Flood zone 1.
12. Protect and enhance air and water quality and make efficient use of water.	--	-	LT	P	R	LA	Site development could potentially have a limited negative effect on local air and water quality that could not be fully

APPENDIX G: ASSESSMENT OF DEVELOPMENT SITE OPTIONS

							mitigated. Site development could impact upon the water quality of the nearby Burtree Gate Marsh Local Wildlife Site.
13. Protect and enhance biodiversity and geodiversity.	-	-	LT	P	R	LA	Large site should be mitigated on-site to deliver a net gain in biodiversity. Extensive survey work required. A PROW runs north south across the centre of the site.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	PROW crosses the centre of the site.
15. Protect and enhance the character and quality of Darlington's landscape.	-	-	LT	P	R	LA	Exposed site overlooked by two major roads. However, due to site topography and intervening tree cover there may be some screening of parts of site.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	-	LT	P	R	LA	Potential harm to the setting of a non-designated heritage asset (traditional farm buildings adjacent site) should be considered. Neutral score subject to the retention of traditional farm house and outbuildings and sensitively incorporated into a development.
Overall Predicted Effect:	Large site proposed for rural employment/commercial enterprises in a countryside location to the immediate north of the A68 and close to the A1(M). A frequent bus service is routed along the A68 adjacent to the sites southern boundary. Development would create employment opportunities and potentially support vocational training. The site is not particularly well connected to existing walking and cycle routes, although a PROW crosses the site allowing access to the surrounding countryside. Site intersects with two areas of historic landfill. The Burtree Gate Marsh Local Wildlife Site is located to the south east of the site. Development has the potential to be prominent in the landscape when viewed from the A1(M) and A68 depending on scale, design and layout.						
Potential Mitigation:	<ul style="list-style-type: none"> • Design and materials to reflect rural location and minimise landscape impact. • Retain mature trees and hedgerows on site wherever possible and provide appropriate landscaping. • Retain and sensitively incorporate the traditional farm house and outbuildings. • Explore opportunities to provide bus stops serving the site on the A68. • Ecological report required to consider impact on the natural environment. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site 393: Humbleton Farm - Cattle Mart Relocation

Site Reference	393		Current Use	Agricultural land	
Site Name	Humbleton Farm - Cattle Mart Relocation		Proposed Use	Relocation of Darlington Auction Mart	
			Potential Housing Yield	n/a	
Site Area (Ha)	7.36		Potential Employment Yield	TBC	
Site Constraints	Area covered (Ha)/Length (m) *	% of site	Site Constraints	Area covered (Ha)/Length (m) *	% of site
Flood Zone 2	0.00	0%	Tree Preservation Order	0.00	0%
Flood zone 3	0.00	0%	Ancient Woodland	0.00	0%
Grade I Listed Building	0.00	0%	SSSI	0.00	0%
Grade II* Listed Building	0.00	0%	Local Nature Reserve	0.00	0%
Grade II Listed Building	0.00	0%	Local Wildlife Site	0.00	0%
Conservation Area	0.00	0%	Local geological sites	0.00	0%
Scheduled Monument	0.00	0%	Landfill site	0.00	0%
Historic Parks and Gardens	0.00	0%	Major industrial hazards	0.00	0%
Public Right of Way*	109.14	-	Minerals consultation area	0.00	0%
Open space	0.00	0%	High Pressure Gas Mains*	0.00	-
Playing fields	0.00	0%	Overhead Powerlines*	0.00	-
Access to Services	Distance within (metres)		Access to Services	Distance within (metres)	
Primary school	Beyond 1600m		Train station	Beyond 1600m	
Secondary school	Beyond 1600m		GP practice/hospital	Beyond 1600m	
Higher education	Beyond 1600m		Local centre/shopping facilities	Beyond 1600m	
Employment opportunities	Within 1600m		Open space	Beyond 1600m	
Frequent Bus Service	Within 400m		Playing field	Beyond 1600m	

Sustainability Objective	Significance of effect	Probability	Duration	Frequency	Reversibility	Spatial extent	Commentary
1. Provide a mixture of affordable, well designed and sustainably located new housing, and improve the standard of existing housing, especially to provide for young people, families and older people.	-	L	LT	P	R	LA	Site proposed for employment/commercial development. Site is not particularly well connected to existing cycle routes and there is limited opportunity for improvement. A PROW runs to the south of the site into open countryside.
2. Develop vibrant and cohesive communities.	0	L	LT	P	R	LA	Site would provide employment opportunities. Site is not close to key community and cultural facilities.
3. Improve the health and wellbeing of all, reduce health inequalities and promote healthier lifestyles.	0	L	LT	P	R	LA	A PROW passes the southern edge of the site enabling access to the surrounding countryside. Site is a long distance from the nearest GP practice. Site proposed for employment/commercial development. Not suitable to providing allotments as part of development due to location.

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4. Provide education and training opportunities to improve the skills and employment prospects of the resident population.	+	L	LT	P	R	DW	Majority of the site is beyond 5km of a higher education facility but has access to a bus route with frequent service to higher education facilities in Darlington (running close to QE Sixth Form College). Employment site that has potential to create/support vocational training.
5. Improve the safety and security of people and property.	+	L	LT	P	R	SB	Majority of the site is within the 20% least deprived areas under IMD crime domain. The site will have no detrimental impact on safety and security.
6. Achieve sustainable levels of economic growth and increase employment levels and access to sustainable and high quality employment opportunities	+	L	LT	P	R	DW	Large site promoted for employment use. Not located adjacent to existing employment uses or connected to a settlement. Site is located close to junction 58 of the A1(M). Site is not adjacent to a town or local centre.
7. Encourage sustainable travel. Provide development which reduces reliance on private vehicles, maximising access to public transport and active travel modes.	-	L	LT	P	R	LA	Site is reasonably close to a bus route with a frequent service enabling access to Darlington. Access taken from Darlington Farmers market Roundabout infrastructure already in place. Transport Assessment to identify impacts and mitigation contributions needed.
8. Reduce greenhouse gas emissions and increase the borough's resilience to climate change.	+/-	-	LT	P	R	CB	All new development will have an impact but will be required to adhere to relevant national standards (construction, materials, energy efficiency of building). Non-residential buildings over 1,000 sqm will need to meet BREEAM 'very good' standards. Site large enough to potentially incorporate charging points for electric vehicles.
9. Make the most efficient use of land.	-	L	LT	P	R	SB	Grade 3 agricultural land (ALC - provisional). Site development could potentially result in contamination depending on employment use. Entire site is greenfield land.
10. Minimise levels of noise, vibration, odour and light pollution.	+/-	L	LT	P	R	LA	Site is located close to the A68 but there is scope for mitigation. Site proposed for employment related uses.
11. Avoid and reduce flood risk from all sources including fluvial, surface water and sewer flooding.	++	L	LT	R	R	SB	Site is entirely within Flood zone 1. No significant risk of flooding from surface water.
12. Protect and enhance air and water quality and make efficient use of water.	0	L	LT	P	R	LA	Site is likely to have a limited effect on local air quality that could be mitigated.
13. Protect and enhance biodiversity and geodiversity.	0	L	LT	P	R	SB	A PROW crosses the southernmost part of the site.
14. Protect and enhance green infrastructure of all types.	0	L	LT	P	R	SB	PROW crosses the centre of the site.

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15. Protect and enhance the character and quality of Darlington's landscape.	-	-	LT	P	R	LA	Exposed site overlooked by two major roads. However, due to site topography and intervening tree cover much of this site will be screened from the wider landscape.
16. Conserve and enhance Darlington's distinctive and valuable historic environment.	0	-	LT	P	R	LA	Potential harm to the setting of a non-designated heritage asset (traditional farm buildings adjacent site) should be considered. Neutral score subject to the retention of traditional farm house and outbuildings and sensitively incorporated into a development.
Overall Predicted Effect:	Site proposed for rural employment/commercial enterprises in a countryside location to the immediate north of the A68 and west of the A1(M). A frequent bus service is routed along the A68 adjacent to the sites southern boundary. Development would create employment opportunities and potentially support vocational training. The site is not particularly well connected to existing walking and cycle routes, although a PROW runs to the south of the site allowing access to the surrounding countryside.						
Potential Mitigation:	<ul style="list-style-type: none"> • Design and materials to reflect rural location and minimise landscape impact. • Development should be sensitive to the traditional farm house and outbuildings adjacent to the site. • A site specific Flood Risk Assessment may be required. • Provide for the infrastructure needs of the development (including utilities, highways, community facilities and open space). 						

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Site Assessment Summary

Site Reference	Sustainability Appraisal Objectives															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1: Alderman Leach	+	+	+	+	0	0	++	+/-	++	++	++	0	0	0	0	0
3: Land South of Burtree Lane	0	+	0	0	0	0	0	+/-	-	+/-	++	0	-	+	++	0
6: Land East of The White Horse, A167	+	0	0	0	0	0	++	+/-	+	-	++	0	0	0	-	0
8: Berrymead Farm	+	0	+	+	0	0	+/-	+/-	-	+/-	++	0	0	+	-	0
9: Blackwell Grange East	+	++	-	++	0	0	+	+/-	0	++	++	-	-	-	-	++
11: Cattle Mart	++	+	+	+	-	0	+	+/-	++	+/-	++	+	0	0	0	0
14: Darlington Timber Supplies	++	+	0	++	0	0	+	+/-	++	+/-	++	0	0	0	0	0
20: Great Burdon	++	+	+/-	++	+	0	0	+/-	-	+/-	0	+/-	-	++	++	-
21: Elm Tree Farm	++	+	+	0	+	0	+	+/-	-	++	++	0	-	0	+	0
22: Land off Faverdale West (Housing)	+	+	0	0	+	-	++	+/-	++	-	++	0	0	0	0	+
22: Land off Faverdale West (Employment)	+	0	0	+	+	+	+	+/-	+	++	++	0	0	0	0	+
26: Former Corus Site, Whessoe Road	++	+	0	0	0	0	0	+/-	++	-	++	0	0	+	0	+
30: Land at Glebe Road / Green Lane	0	-	-	0	0	0	+	+/-	-	++	++	0	0	++	0	0
33: 213-221 Haughton Road	++	+	0	++	0	0	+	+/-	++	+/-	++	0	0	0	0	0
39: East of Beaumont Hill	+	0	+	+	0	0	0	+/-	-	+/-	0	-	-	0	-	0
41: South Coniscliffe Park	+	+/-	0	++	0	0	+/-	+/-	-	+/-	0	+/-	-	0	++	0
44: North of Black Path, Faverdale	+	0	0	+	+	++	+	+/-	+	++	+	0	0	0	0	0
49: Berrymead Farm, Phase 2	++	0	0	+	+	0	+/-	+/-	++	+/-	++	+/-	0	+	-	0
53: Muscar House Farm	++	0	0	+	0	0	0	+/-	-	++	+	0	-	+	++	0
76: Town End Farm, Brafferton	++	0	-	++	+	0	+	+/-	++	++	++	+	-	0	-	+
80: East of Lingfield Point (Housing)	+	0	0	++	0	0	+	+/-	-	-	++	+/-	++	0	+/-	0
80: East of Lingfield Point (Employment)	+	-	0	++	0	++	+	+/-	0	-	++	-	++	0	+	0
81: North of The Birches, Hurworth	+/-	+	+/-	+	0	0	+	+/-	0	++	0	0	0	0	0	0
83: North of Neasham Road, Hurworth	+	+	+/-	0	0	0	0	+/-	-	++	++	+/-	0	+	++	++
90: West of St Georges Gate, MSG	+	0	0	-	+	0	0	+/-	0	+/-	++	0	+	0	0	0
92: Percy Road/Longfield Road	+	0	0	-	0	0	++	+/-	++	-	++	0	0	0	0	0
93: South west Heighington	+	+	+	0	+	0	-	+/-	-	-	++	0	0	0	-	0
95: Beech Crescent East, Heighington	+	+	+	0	+	0	0	+/-	0	+/-	++	0	0	0	0	0
99: Maxgate Farm, MSG	+	+	0	0	0	0	+	+/-	0	++	++	0	0	0	+	0
100: Hall Farm, Branksome	+	+	0	+	0	0	0	+/-	-	+/-	0	+/-	+	+	+	0
101: Land North of Lime Avenue	+	-	-	0	0	0	0	+/-	-	++	++	-	++	0	-	0

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Site Reference	Sustainability Appraisal Objectives															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
102: Land around Walworth, West of A1	+/-	++	+/-	+/-	0	+	-	+/-	++	++	++	+/-	++	-	++	++
109: East of Whessoe House, Burtree Lane	0	+	0	0	0	0	0	+/-	0	++	++	0	+	+	++	0
117: Old School, Sadberge	++	-	+/-	-	+	0	+	+/-	++	++	++	0	-	++	-	-
118: East Haven Site, Yarm Road	+	+	-	+	+/-	0	+	+/-	-	++	++	0	-	-	0	0
136: Chesnut Street Car Park	+	+	+	++	-	+/-	+	+/-	0	-	0	0	0	++	0	0
140: Open Space, Cardinal Gardens	++	+	+/-	0	0	0	++	+/-	0	++	++	+	+	++	0	0
149: Land between Chesnut Street and Oxford Street	++	+	+	+	-	0	+	+/-	++	+/-	+	0	0	0	0	+
155: 80 Merrybent	-	-	-	+	0	0	+	+/-	++	++	++	0	0	0	++	0
172: Site East off Dumfries Street	+	+	0	++	0	-	++	+/-	++	++	++	0	+	+	0	0
178: E. of River Skerne, N. of John St.	+	+	++	++	-	-	+	+/-	+/-	+/-	+	+/-	+	+	0	+
185: Greater Faverdale Masterplan Area	+	++	+	0	+	+	+/-	+/-	-	+/-	+	+/-	++	+	++	-
203: Holme Farm, Hurworth	+	+	+/-	+	0	0	+	+/-	0	+/-	0	0	0	0	-	0
218: NW of Snipe Lane	-	0	0	+	0	0	0	+/-	0	+/-	++	0	0	0	0	0
237: Eastmount Road Coal Depot	+	+	++	++	-	-	+	+/-	+	+/-	++	0	-	-	0	+
243: Snipe Lane, Hurworth Moor	-	0	0	+	0	0	+/-	+/-	0	-	++	+/-	-	+	++	0
244: Lingfield Point East	+	+	+	++	0	+/-	+	+/-	+	-	++	0	-	0	0	0
249: Coniscliffe Park North	+	+	+/-	++	+/-	0	+/-	+/-	++	+/-	0	+/-	-	+	++	0
251: Skertingham	+	++	++	+	+/-	0	0	+/-	-	+/-	+	-	++	+	+/-	++
252: Land at High Beaumont Farm	+/-	+	+	+	+	0	+/-	+/-	-	+/-	++	0	-	+	++	++
271: Commercial and Kendrew Street Car Parks	++	++	++	++	-	++	+	+/-	++	++	++	-	+	0	0	0
293: North of Great Burdon	-	0	0	0	+	0	0	+/-	-	++	+	0	-	+	++	-
300: Glebe Farm, Harrowgate Hill	-	0	0	0	+/-	0	++	+/-	0	-	++	0	0	+	-	0
308: Firth Moor Open Space	+	++	-	++	-	0	+	+/-	0	+/-	++	0	0	++	0	0
312: North of Stockton Road, Sadberge	++	0	+/-	-	+	0	+	+/-	++	+/-	++	0	0	0	0	-
335: Land West of Roundhill Road, Hurworth	+	+	+/-	+	0	0	-	+/-	-	++	++	-	-	0	++	-
339: Humbleton Farm	-	0	0	+	+	++	-	+/-	-	+/-	++	++	-	0	++	0
342: Faverdale East	+/-	0	+	+	+	+	0	+/-	0	+/-	++	+/-	++	+	0	-
343: Faverdale Industrial Estate	+/-	0	+	++	+	++	0	+/-	+	+/-	++	0	-	+	0	+
345: Drinkfield Industrial Estate	+/-	0	+	+	0	+	0	+/-	+	+/-	++	+/-	-	0	+/-	-
349: McMullen Road (West Blacketts)	+	0	++	++	0	++	+	+/-	++	++	++	+/-	-	0	0	0
351: SW Town Centre Fringe	+	0	++	++	-	+	+	+/-	++	+/-	++	0	+	0	0	-

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Site Reference	Sustainability Appraisal Objectives															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
352: Barton St/Haughton Rd	+	+/-	+	++	0	+/-	++	+/-	++	+/-	++	-	0	0	0	+
353: Haughton/Blackett Rd	+	0	+	++	0	+/-	0	+/-	?	+/-	-	0	0	0	0	+
355: Lingfield Point	+	+	+	++	0	+/-	+/-	+/-	+	-	++	-	-	0	0	0
356: Ingenium Parc	+/-	0	+	+	+/-	++	++	+/-	-	+/-	++	-	-	-	-	0
357: Morton Park	+/-	0	++	+	+	++	0	+/-	+	-	++	0	-	0	0	0
358: Yarm Road Industrial Estate	+/-	0	+	+	+/-	+/-	0	+/-	-	-	++	0	0	0	0	0
359: Morton Palms	+/-	0	+	+	+	++	-	+/-	0	-	++	0	-	0	-	0
360: Heighington North	+/-	+	-	0	0	++	+	+/-	-	-	+	-	-	0	0	0
361: Teesside International Airport North	0	+	+	-	0	+	+	+/-	+	-	++	-	-	-	0	0
362: Teesside International Airport South	-	0	-	-	0	+/-	-	+/-	0	-	++	-	-	-	-	-
365: Aycliffe Industrial Estate	-	+	-	0	+	0	+/-	+/-	-	-	++	-	-	0	0	0
366: Meynell Road (East)	+	0	++	++	-	++	+	+/-	+	+/-	+	-	-	-	0	+
367: Land to west of A66 (Link 66)	+	0	+	+	+	++	+/-	+/-	-	-	++	+/-	-	0	-	0
368: Central Park South	++	+	++	++	+/-	++	++	+	++	-	++	-	-	+/-	0	+
372: Fenby Avenue	+	-	-	++	0	0	+	+/-	0	-	++	+	-	-	0	0
374: Land South of Thorntree Farm, MSG	+	+	+	0	0	0	0	+/-	0	+/-	++	0	0	0	0	0
375: Land South of High Steil, MSG	+	+	+	0	0	0	-	+/-	0	+/-	++	0	0	0	++	0
366: Meynell Road (East)	+	0	++	++	-	++	+	+/-	+	+/-	+	-	-	-	0	+
367: Link 66	+	0	+	+	+	++	+/-	+/-	-	-	++	+/-	-	0	-	0
377: Car Park East of McMullen Road	+	+	+	+	0	0	++	+/-	++	-	++	+	-	0	0	0
390: West Park Garden Village – North (Housing)	0	0	-	0	0	0	-	+/-	-	-	++	0	-	0	-	0
390: West Park Garden Village – North (Employment)	+/-	0	-	+	0	+	-	+/-	-	-	++	0	-	0	-	0
392: Elm Tree Farm	++	+	+/-	0	+	0	+	+/-	0	++	++	0	-	0	+	0
393: Humbleton Farm - Cattle Mart Relocation	-	0	0	+	+	+	-	+/-	-	+/-	++	0	0	0	-	0
396: West of Roundhill Road (North) Hurworth	+	+	+/-	+	0	0	-	+/-	-	++	++	-	-	0	0	0
399: Land north of Holdforth Grange Hurworth Moor	+/-	0	+	-	0	0	-	+/-	-	+/-	++	+/-	-	+	-	0
400: Land east of Beaumont Hill	+	-	-	0	0	0	0	+/-	-	++	++	-	-	0	-	0
401: Land west of Creebeck Hurworth Moor	-	0	-	-	0	0	-	+/-	-	-	+	-	-	0	-	0
403: Blackwell	++	-	-	++	0	0	+	+/-	0	+/-	++	-	-	-	-	-
404: Teesside International Airport Revised	+/-	0	+	-	0	+	+	+/-	+	-	++	-	-	-	0	0
409: Drinkfield Industrial Estate	+/-	0	+	+	0	+	0	+/-	+	+/-	++	+/-	-	0	+/-	-

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Site Reference	Sustainability Appraisal Objectives															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
410: Snipe Lane, Hurworth Moor	-	0	0	+	0	0	+/-	+/-	0	-	++	+/-	-	+	-	0
411: Land at East Mount Road/Chestnut Street	++	0	+	++	-	+/-	++	+/-	+	+/-	+	0	0	---	0	0
412: 12-18 Bondgate	++	++	++	++	-	+	++	+/-	++	+/-	++	0	+	0	0	++

Darlington Borough Council Planning Policy

Economic Growth

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